

History of Madison, Ill.

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Syracuse, N. Y.
PAT. JAN 21, 1908

HISTORY OF QUINCY.

The citizens of Quincy have long seemed singularly indifferent to the importance of placing before the public her just claims to notice. While the inhabitants of other Cities and Towns, with scarcely a tithe of her natural or artificial resources, have blown their trumpets long and lustily, and have laid their real or assumed advantages and prosperity with unwearying perseverance before the public gaze, Quincy has alone been silent. No flaming hand-bills have painted her glorious destiny to the dazzled eye of the emigrants who pour through our Western country. No accommodating maps have been published representing her as the exact centre of the continent from which are to radiate iron arms that will embrace the whole confederacy. Not one of the arts have been employed by which crafty speculators have won notoriety for their paper towns and lured the unsuspecting to less favored localities,—but strong in the *consciousness* of superiority, she has pursued her way quietly, but none the less steadily and surely to the position which she now occupies as one of the leading Cities of the Great West,—the second in importance in the State of Illinois, and the first in the Mississippi Valley above St. Louis, not only in Manufactures in which she stands unrivalled, nor yet in extent of Commerce, although in this, she challenges comparison, but in the usual conjunction of these with unequalled advantages in point of beauty of location, extent of public improvement, salubrity of climate, facilities of education and general eligibility as a place of residence. She has attained her present eminence without ostentation or parade on the part of her citizens, who, in the midst of their schemes of private business, have still found leisure, not only to construct railroads, promote Commerce in its every branch, and encourage Manufactures of every description, but have not neglected to adorn and beautify her streets and public parks, to found magnificent schools for public instruction, and to erect church edifices of unsurpassed elegance and splendor. But it is now time that she should be

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Seed and Fruit Store,

123 Hampshire Street,
QUINCY, - - - ILLINOIS.

THEY ALSO KEEP IN SEASON ALL KINDS OF

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Specimens may be seen in the appropriate Department at the Fair Grounds.

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Capital, \$20,000,000



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130 Maine street, bet. Fifth and Sixth,
QUINCY, ILLINOIS.

Owned and operated by Merchants and Manufacturers. Carries by express, Money, Valuables, Freight and Parcels, at just and liberal rates, based on distance and cost. Our lines are constantly extending.

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**Eye, Ear, Throat, Lungs, Heart,
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presented in proper light before the public—that facts and figures should be presented to demonstrate her superiority, and to convey to ears too distant to catch the hum of her busy machinery, the sound of her clanging forges, and the roar of the wheels of Commerce rolling through her streets—an announcement of her prosperity. There is no city in the whole broad West of equal population and importance, so little known and appreciated abroad as Quincy, and the compiler of this volume has undertaken it with the hope that public attention may be turned to this fact, and that her Merchants, Mechanics, and business men generally, may arouse to the importance of disseminating abroad correct information as to her advantages, resources, growth, size, and wealth. It is not the aim or the expectation of this work to do full justice to the subject, but simply to enumerate a few of her present and prospective advantages as a manufacturing and commercial point, and to give a short account of her manufacturing and mercantile interests at the present time.

Before speaking of her present and future position, it may not prove uninteresting or unimportant to trace briefly the steps of advancement by which the transformation of a wilderness into so populous and flourishing a city has been effected, and to mention a few of the incidents and circumstances attending her early settlement.

Quincy was originally selected as a town site in the year 1821, by the Hon. John Wood, ex-Governor of the State, who visited this neighborhood in the fall of that year, in company with two others named Moffit and Flynn, in order to look for and examine some land belonging to the latter, and which is now within the city limits. He was so impressed with the beauty of the spot, and so well satisfied that from its geographical position it must become the great point of outlet for the immense productions, which must speedily follow emigration to this and neighboring counties, that he determined in his own words to “settle here for life.” He returned in the fall of the succeeding year and erected the first house within the present bounds of Quincy. It was a primitive structure, built without the aid of nails or sawed lumber, but unpretending as it was, the associations hanging over it, the almost miraculous changes that have taken place in the face of the country surrounding it, and the marked vicissitudes attending the fortunes of the adventurous pioneer who constructed it, invest it at this day with a halo of interest peculiarly its own, and the mind loves to linger upon it as the germ planted in the wilds of the West, from which has sprung the present vigorous growth of our Model City.

In the spring succeeding Mr. Wood's arrival, Major Jeremiah Rose, a native of New York, came with his family and shared his cabin, Mrs. Rose being the first white woman, and her daughter, now Mrs. George W. Brown, the first white child, residing in Quincy. The next house was built in the

spring of 1824, by Mr. Willard Keyes, a native of Vermont, and a former acquaintance of Mr. Wood, and the third in the following fall by John Droulard, a Frenchman. At this time there was no white settlement in the Military Tract north of Gilead, a point sixty miles south of Quincy, (then called Cole's Point,) near the centre of Calhoun county, and but two other white men, by name Perigo and Lile, in the bounds of what now is Adams county, and United States Troops were stationed at Fort Edwards, the present site of Warsaw, a point forty miles north of Quincy, for the protection of the frontier from the depredations of the Indians who lived in large numbers in the neighborhood. Our pioneers were obliged to go forty miles to mill, but a Dr. Baker, who settled in the fall of 1824, on the creek two miles south of Mr. Wood's house, in order to obviate this inconvenience, with Yankee ingenuity, constructed a machine for pounding corn, the motive power of which was water. Placing the grain in a mortar, an industrious pestle soon reduced it to a state suited to manufacture into very tolerable "hoe cakes." A tragical incident connected with the history of this "the first grist mill in Quincy," should not be omitted. One night when "der machine" was in active operation, an unsophisticated coon, instigated by the gnawings of hunger, or perhaps by motives of curiosity, attempted to penetrate into its hidden recesses. The descending pestle gave him a forcible intimation that his presence was undesired, and knocking him into the mortar, it continued to pound him with a hearty good will until morning, by which time we may conclude that his spirit of exploration was effectually subdued. The condition of the "grist" may "be more easily imagined than described."

This early coon story was, some years ago, given to the public in the following scrap of primitive poetry :

The pioneers of this town of ours,
On a branch had erected a mortar,
For pounding up corn—the labor of hours—
And all to be worked by water.

A coon came down and looked at the thing
As there it was pounding away—
Some how it was fixed with paddles and strings,
And pounded by night and by day.

Mr. Coon never tasted of corn in his life—
The mortar, it worked up and down like a knife;
Mr. Coon looked into the thumping "concern,"
And then with impatience began for to burn.

He swore by the possum to taste of that chur,
And down stuck his nose, all covered with fur,
He scarce in the act had time for a thought,
When down came the pestle—poor cooney was caught.

For the best assortment of Fancy and Staple Stationery in the city, go to Woodruff & Pfeiffer's, 96 Hampshire Street, Quincy, Ill.

BUSINESS CARDS.

BERTSCHINGER & STEINWEDELL,

IMPORTERS AND DEALERS IN

HARDWARE,

IRON AND STEEL.

GUNS AND PISTOLS

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Maine Street,

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QUINCY, - - ILLINOIS.

AGENTS FOR HOWE'S SCALES.

Goods sold for Cash, at the lowest bottom rates.

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J. BURNS, JR.

EDWARD P. BURNS.

J. BURNS, Jr. & CO.,

PRODUCE

MERCHANTS

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Green and Dried Fruits,

Seventh Street,

One door north of Hampshire,

(Opposite Stone Church.)

QUINCY, - - ILLINOIS.

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English and German

Fancy Goods.

ALSO,

MANUFACTURER'S AGENT

FOR THE SALE OF

Domestic Notions

WHOLESALE ONLY.

No. 116 Maine Street,

QUINCY, ILLINOIS.

Superb Stock of Stereoscopes and Stereoscope Views. Call and see them at Woodruff & Pfeiffer's, Quincy, Ill.

CHARLES E. ALLEN,

WHOLESALE AND RETAIL

DEALER IN HARDWARE

111 Maine Street,

QUINCY, - - - ILLINOIS.

The largest and best selected stock of Hardware in the city will be offered at the lowest rates for Cash.

The best and most complete assortment of Double and Single Barrel Guns in the West will be sold at lower prices than ever before.

We are now receiving a very large stock of Table and Pocket Cutlery, from the best makers in the world, and at prices that defy competition.

111 Maine Street, Quincy, Illinois.

WAGONS,

Warranted for Three Years,
AT LOWEST CASH PRICES.

ALSO,

Wagon, Plow and Carriage
WOOD STOCK.

AGENTS FOR THE

QUINCY THIMBLE SKEINS.

**PLOWS, CULTIVATORS,
HARROWS, ROAD SCRAPERS,
WHEELBARROWS, &C.**

Of the latest improved patterns, warranted to give satisfaction.

W. T. & E. A. ROGERS,

Sixth street, bet. Hampshire and Maine,

QUINCY, - - ILLINOIS.

RAU & BROTHER,

DEALERS IN

MEN AND BOYS'

CLOTHING,

AND

Gents' Furnishing Goods.

TRUNKS,

VALISES,

Carpet Bags, &c.,

No. 82 Hampshire Street,

ISAAC RAU, }
MAX RAU. }

QUINCY, ILL.

The thing went pounding and thumping about,
And good Mr. Coon could never get out,
For every two seconds the beater came down
With vengeance, on top of Mr. Coon's crown.

The thing it went thumping and pounding all night,
I "vow," in the morning, that there was a sight!
A mixture of corn and of coon, pretty fair,
And some little blood, and some little hair.

Quincy, Ill., December, 1848.

ONE.

Previous to the establishment of the white settlement, an Indian village of the "Sauk" tribe occupied the site of Quincy, and for several years after its establishment the original natives remained in the vicinity, but as a general thing were not troublesome neighbors.

That there was at one time a large Indian village here is proven by the fact that many objects of Indian manufacture have been found here. In an expedition of a body of Illinois and Missouri troops, during the war of 1812, from the lower end of the territory to Peoria, they passed over the site of Quincy, and here discovered a large Sauk village and camp, lately deserted, and which apparently had contained a thousand warriors.

In the spring of 1835 the writer met with the celebrated Indian chief Blackhawk, on the Rapids, and also at Burlington, Iowa, then known as the Flint Hills, getting acquainted with the old chief on the steamboat, as we went up to the Flint Hills, and seeing him several times at Burlington. Through the agency of an interpreter he informed me that he once, when a child, or "papoose," resided here, and gave the Indian name, I believe, which, unfortunately, I cannot remember, and at the time I had no means of writing it down.

In the fall of 1824, John Wood inserted in a newspaper, printed in Edwardsville, called the *Edwardsville Spectator*, a notice that application would be made to the next Legislature for the establishment of a new county, defining its boundaries. In accordance with this application, by an act approved January 13, 1825, the Legislature provided for the organization of Adams County, fixing its boundaries as described in the notice, and as they now exist. Three Commissioners were appointed to locate the county-seat. Seymour Kellogg, of Morgan County; Joel Wright, of Montgomery County; and David Dutton, of Pike County, decided upon this spot as the one best calculated for the future convenience and accommodation of the people. They christened the new town Quincy, in honor of the President, and although it must be confessed the ceremonials were not of the most imposing character, thenceforth the city of three-log cabins rejoiced in a name.

The first election of officers for Adams County was held on the second day of July, A. D. 1825, when forty votes were polled. Willard Keyes, Levi Wells and Peter Journey were elected County Commissioners, and at

their first meeting, during the same month, Henry H. Snow was appointed clerk. This gentleman, pursuant to an order dated November 9th, 1825, was employed to survey and draw plats of the town, and two hundred and thirty lots, ninety-nine by a hundred and ninety-eight feet, were laid off. Much of the subsequent prosperity of the place may be ascribed to the wisdom and taste displayed in this survey. Streets were laid off sixty-six feet wide, all but Maine street, which is eighty-two and a-half feet wide, and crossing each other at right angles. A space of four hundred feet square was reserved in the centre of the town for a public square, now called Washington Square, and the inclosure, which now is Jefferson Square, was set apart for a public Cemetery.

The first sale of town lots took place on the thirteenth day of December following, when fifty-one lots, which had previously been advertised in the St. Louis and Edwardsville papers, were sold at public auction by the County Commissioners, the major part of which were purchased by the Commissioners themselves, the Sheriff and other citizens of the county, very few being sold to outside speculators, and thus the curse which has weighed so heavily on other Western towns was avoided.

The original town site of Quincy was secured by the county of Adams, under an act of Congress granting to counties and parishes the right of pre-emption to one quarter section of land for a county-seat. Thus this county secured the pre-emption right to enter the N W quarter Sec. 2, T 2 S, R 9 W,—which embraced the original town—but it was not an easy matter to raise the money, and it had to be borrowed. As showing a part of the transaction, I give a copy of the note upon which the money was raised :

[COPY.]

STATE OF ILLINOIS, } ss
ADAMS COUNTY.

For value received of Russell Farnham, we, the undersigned, County Commissioners of said county, promise, in the name of the aforesaid county, to pay him, or his order, the sum of two hundred dollars on or before the fifteenth of May next, with interest at the rate of ten per cent. per annum, from the seventeenth day of August last, till paid.

Dated at Quincy this sixth of September, 1825.

Witness :

JEREMIAH ROSE, Dep. Clk., }
For HENRY H. SNOW, Clk. }

WILLARD KEYES, }
LEVI WELLS, } County
PETER JOURNEY, } Commissioners.

The following are endorsements on the original note now before me :

Paid Russel Farnham two hundred and five dollars, as per his receipt of April 10th, 1829. \$205.

TILLSON & HOLMES.

Paid Mr. Farnham seventy-four dollars and fifty-nine cents, being balance of interest due on this note, which amount is in full for principal and interest due him on the within note. (Without date.)

ROBERT TILLSON.

It will appear from this note that the money was in fact obtained 17th August 1825, and the note given for it 6th September afterwards. I have

MONTGOMERY & CO., WHOLESALE DRUGGISTS,

HAVE THE LARGEST AND BEST ASSORTMENT OF

Drugs, Medicines, Paints, Oils, Glass, &c., &c.,

IN QUINCY,

Which they guarantee to sell at lowest St. Louis and Chicago rates.

No. 110 Maine Street.

REMOVED.

WISCONSIN RIVER

Lumber Yard.

D. D. MERIAM & SON,

Manufacturers and Dealers in

Sash, Doors, Shingles, Lath


And Flooring of All Kinds,

AT WHOLESALE AND RETAIL.

Office on Hampshire Street,

Three doors west of the Virginia House, Yard
extending through to Vermont street on the north,
with entrance from both streets,

QUINCY, ILLINOIS.

 Railroad cars loaded free of charge.

LONG.

**PICTURE
FRAMES.**

**PHOTOGRAPH
GOODS.**

HAMPSHIRE STREET,

(Between Seventh and Eighth.)

Quincy, - Illinois.

S. J. LESEM, BRO. & CO.,

WHOLESALE DEALERS IN

FOREIGN AND DOMESTIC

DRY GOODS,

AND NOTIONS,

Nos. 78 and 79 Hampshire St.,

(CORNER OF FOURTH,)

QUINCY, - - ILLINOIS.

NO. 86 LEONARD STREET, NEW YORK CITY.

VAN DOORN, BRO. & CO.

LUMBER

MERCHANTS

165 Hampshire St.,

QUINCY, - ILLINOIS.

J. P. BERT,

Merchant Tailor,

AND DEALER IN

Gentlemen's Furnishing Goods,

135 MAINE STREET,

QUINCY, - - ILLINOIS.

heard that Gov. Wood made the arrangement for the money in the first place.

From the close of the year 1825 until the beginning of the year 1835, the growth of Quincy was not rapid. A variety of causes combined to produce the result. Many miles distant from mills, and from any point where provisions or supplies of any kind could be obtained, her residents were obliged to dispense with many of those articles which are considered in older communities among the "necessaries of life." Their coffee was a decoction of okro seed, an herb cultivated by them for that purpose, and which they sweetened with wild honey found in great abundance in the neighboring woods. Their nearest blacksmith's shop was at Atlas, forty miles distant, where they carried their plows to be sharpened, swung upon a horse's back. These and other privations incident to pioneer life, together with several visitations of epidemic disease during the interval mentioned, prevented any great improvement.

In the spring of 1826, Mr. Asher Anderson arrived with a stock of goods from Maryland, and opened the first store, and in the fall of the same year a court house was built of hewed logs, on the corner of Maine and Fifth streets, and in this building the first school was organized and kept.

In 1828 Charles Holmes and Robert Tillson arrived and established themselves as merchants, and in the succeeding year, 1829, they erected for their accommodation the first frame building in Quincy. This building was removed to another part of the city in the spring of 1867, and in its stead is a beautiful four-story brick. It was situated on the north-west corner of Maine and Fourth streets, and is known as the "old post-office corner." In the wall of the fine brick structure which now stands on the "old post-office corner" is placed, conspicuously, the first brick ever made in Quincy, bearing the following inscription: "First Brick made in Quincy—1829," and attracts much attention. All who have not seen this old relic should notice it as they pass along. At this writing workmen are engaged in tearing down and removing another of the oldest buildings, which has stood for so many years, on Maine street, near the corner of Third. Thus are the landmarks gradually disappearing to make room for new structures, which our rapidly increasing population demands.

During this and the succeeding year several other stores were opened by different individuals, and the first steam flour mill was erected by Mr. J. T. Holmes, and put an end, for a time, to the importation of flour.

In the year 1832 the Black Hawk war broke out, but its chief effect upon Quincy was an increase of the number in military titles, as "Colonel," "Major," &c., which it bestowed upon the citizens with a liberal hand.

In 1830 the first regular church was organized, numbering fifteen members.

But previous to this, and indeed as early as the year 1828, Methodist preachers had visited and preached in this place. And Father Roberts, a

Baptist preacher, I believe, had preached in the town. This year the cholera first made its appearance here. The following is a copy of the original record of the action of the people on that occasion :

"At a meeting of the citizens of Quincy, held at the court house, in Quincy, Saturday, the 6th of July, 1833, to consult upon the means of preventing the further spread of cholera, and to adopt measures for the relief of the sick. Wm. G. Flood, Esq., was called to the chair, and O. H. Browning appointed secretary of the meeting.

On motion, ordered that Thomas Ford, J. T. Holmes and George Taylor be appointed a committee to draft resolutions, and report to the meeting.

The committee retired, and after some time reported the following resolutions, to-wit :

Resolved, That the town of Quincy shall be divided into three districts, and committees of vigilance appointed in each district.

Resolved, That all that part of the town lying north of Hampshire street shall be called the northern district, and that R. S. Green, Henry Bateman, Thomas Thompson, Peter Hynes and Harrison Kemp be appointed a committee of vigilance therein.

Resolved, That all that part of the town lying between Maine and Hampshire streets shall be called the centre district, and that O. H. Browning, George Taylor, Thomas King, Joseph Kelly and J. M. Higbee be appointed a committee of vigilance therein.

Resolved, That all that part of the town lying south of Maine street shall be called the south district, and that J. T. Holmes, Wm. G. Flood, Rufus Brown, E. S. Freeman and E. Pierce be appointed a committee of vigilance therein.

Resolved, That J. T. Holmes, O. H. Browning, and R. S. Green, chairmen of the committee of vigilance, shall constitute a Board of Health for the town of Quincy ; that they shall meet at the court house, each morning, at eight o'clock, and oftener if necessary, and shall have power to make all necessary arrangements to procure attendance and nourishment for the sick, and burial for the dead.

Resolved, That each district committee shall, early each morning, ascertain the names and residence of the sick within his district, and shall make all necessary arrangements for their attendance and nourishment until a meeting of the Board of Health, to whom they shall be reported.

The meeting concurred in the foregoing resolutions.

Ordered that the meeting adjourn, and that the Board of Health meet to-morrow morning at 8 o'clock."

The remainder of this ancient record, which is before me, in the hand writing of Hon. O. H. Browning, the then Secretary, embraces the proceed-

G. B. DIMOCK & CO.,
City Foundry and Machine Shop,
MANUFACTURE
STEAM ENGINES,
FLOUR AND SAW MILL MACHINERY,
CANE MILLS, &c., &c.,
South Corner of Front and Broadway,
QUINCY, - - - ILLINOIS.

Repairing Done Promptly. Old Iron, Brass and Copper Bought.

THOMAS POPE.

E. G. BALDWIN.

POPE & BALDWIN,
AGENTS FOR AND DEALERS IN
Reapers, Mowers, Threshers,
PLOWS, CULTIVATORS, GANG PLOWS,
Seed Drills, Sulky Rakes, Corn Shellers, Corn Planters, Cane Mills,
HAY AND CIDER PRESSES, EVAPORATORS,
Agricultural and other Machinery, Portable Engines,
Wagons, Feed Cutters, Grass Seeds, &c., &c.,
PINKHAM'S WAREHOUSE, MAINE ST.,
QUINCY, ILLINOIS.

We are Agents for the very best Machines in the country, and can supply all kinds
of Machinery at short notice, and at manufacturers' price. We also
keep a large stock of Castings for Repairs.

GEO. T. MEYER,

(SUCCESSOR TO G. & F. MEYER,)

WHOLESALE GROCER

RECTIFIER,

—AND—

Commission Merchant,

No. 91 Hampshire Street,

QUINCY, - - - - ILLINOIS.

United States Hotel,

W. M. CHAPMAN, PROPRIETOR.

Corner Broadway and Front Streets,

NEAR DEPOTS AND PACKET LANDING,

QUINCY, - - ILLINOIS.

ings of the Board of Health, and the reports of committee-men, and the action taken therein, together with the names of the sick, from the 6th to the 10th of July only. The cholera broke out here on the 4th of July, though Dr. Ralston, who came here in June, 1833, thinks there was a few cases before the 4th of July. The number of cases of sickness—not all, however, of cholera—reported for the 7th of July was 43, in a population of about 400. The disease seems not to have continued with great severity long. The actual number of deaths from cholera is not stated in the record. Among those reported sick we find many old familiar names who did not die then, few of them, however, are now alive. Of the Board of Health Mr. Browning is the only one left. This little record is deemed of interest as showing how the pioneers met the crisis of that terrible disease, cholera, when it first appeared here. They were strong men on our hills in that day—the true mettle, and with kind hearts and brave minds they did their duty.

The poor fellows did not have much money then, 'tis true. The following is all the statement of their finances made in the record. The treasurer, Levi B. Allen, exhibited his account, showing (July 10) receipts by him :

From subscriptions, of.....	\$26 95
Disbursed for C. P. Anderson's family.....	4 00

Balance in hands of Treasurer.....	\$22 95
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This balance, I presume, did not last long, but if they had but little money they had power to work and help. One of the orders of the Board of Health reads: "On motion, ordered that George Taylor and Earl Pierce clean the jail of Quincy." This is one of several orders where they either resolved that this or that man should do this or that, or to do it themselves, and it was done. The Board of Health and the committee-men had frequently not only to wait upon and attend the sick, but to bury the dead, some of them digging the graves.

In June, 1834, the town was incorporated, and Messrs. A. Williams, Jos. T. Holmes, S. W. Rogers, Levi Wells and Michael Mast were elected trustees. From this period may be dated the rapid advancement of Quincy in population and wealth.

Up to this year a large portion of the bacon and flour for home consumption had been imported, but from that date until the present, large and annually increasing amounts have been exported. The value of these exportations from July, 1834, to July, 1835, amounted to \$40,000.

In 1837 the population had increased to 1,653, and produce was shipped as follows: "Pork, \$85,000; flour, \$19,500; wheat, \$8,000 worth.

During this and the following year improvement went on with great rapidity. The Quincy House, which even now, surrounded as it is with the imposing structures of a later date, will attract attention, was erected by

John Tillson, Sr. The Court House was built the same year, upon the east side of the Public Square, and the "Quincy Library Association," which has since become so important a feature in the literary character of Quincy, was organized. The first Board of Directors consisted of E. J. Phillips, President; J. N. Ralston, Vice President; Lorenzo Bull, Secretary; C. M. Woods, Treasurer; J. Lyman, W. H. Taylor, Andrew Johnson, J. R. Randolph and N. Summers.

The Quincy Library was not, however, the first attempt at starting a Library here. A Library Association was formed in 1830, and continued in existence until after the organization of our present Library. The books were distributed among the stock-holders, and quite a number of volumes from the old Library are now in the Quincy Library. Quincy has never given that aid to our present Library that it has deserved, but there is no doubt a better and more prosperous day soon coming for the Quincy Library. By the infusion into it of the new element, represented by the young men from the Encore Club, and under its new charter, it is hoped that our city will soon have a better Library. As it is there is in the Quincy Library a good beginning and foundation to build upon. We must not, however, forget old friends.

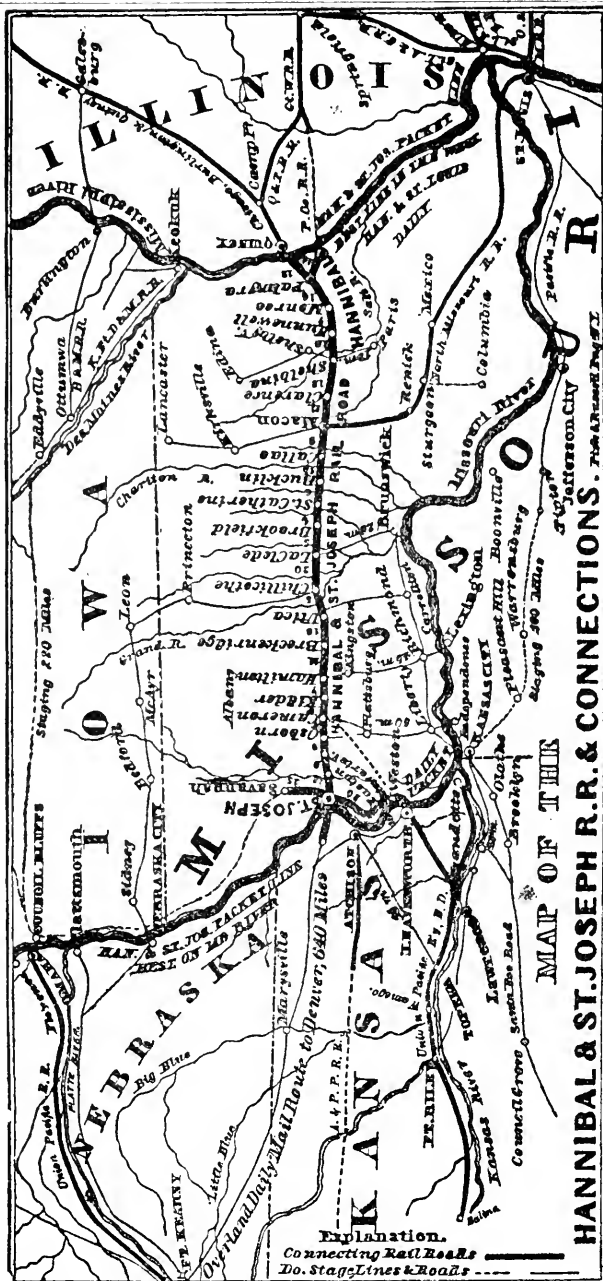
In the matter of incidents and reminiscences connected with the early settlement and progress of this city, very much has been omitted which would prove interesting to the citizens and strangers. It is a field from which an abler pen might collect a volume that would be in the highest degree entertaining, and with the hope that this will soon be done, we turn from the past to glance at some of the advantages which Quincy possesses as a manufacturing and commercial point.

Manufacturing and Commercial Advantages.

In considering the advantages of any city as a manufacturing point, two things require to be especially regarded: the degree of cheapness with which articles may be produced, and the facilities with which they be distributed throughout the country.

Quincy is situated upon the Mississippi river, 160 miles above St. Louis, and 110 miles west of Springfield, the seat of government of Illinois—the county-seat of Adams county, the second county in the State in population and wealth. She is the market for a country which is unsurpassed for fertility and productiveness. On the north and east, within a distance easily accessible by railroad, lie vast beds of superior coal, which are, as yet almost undisturbed. In the neighboring counties of Hancock and McDonough some few veins have been opened, and a company has been

The Short All Rail Line West to St. Joseph, Atchison, Leavenworth, Lawrence, Ft. Riley, Junction City, Kansas City,
IS VIA THE OLD, RELIABLE CENTRAL ROUTE, THE
HANNIBAL AND ST. JOSEPH RAIL ROAD LINE,
CONNECTING AT ATCHISON WITH CENTRAL BRANCH UNION PACIFIC R. R.



New Sleeping Cars on Night Trains run from Quincy to Weston.

AT LEAVENWORTH with Union Pacific Railway, E. D., for Lawrence, Topeka, Manhattan, Junction City, Ellsworth, &c. Daily Overland Stages leave the Western terminus U. P. R., E. D., for Denver, Salt Lake, Montana, Idaho, California, and also for Santa Fe and New Mexico.
AT ST. JOSEPH connections made with the H. & St. Jo. R. R. Line of Elegant Missouri River Packets, for Nebraska City, Council Bluffs, Omaha, &c., connecting at Omaha with U. P. R. R. for Columbus, Ft. Kearney, North Platte, &c. Daily Overland Stages leave North Platte for Denver, Salt Lake California, &c. Passengers via H. & St. Jo. R. R. have choice of Overland Stage Lines, either via Smoky Hill or North Platte. **THROUGH TICKETS** for sale at all principal Ticket Offices. **BUY YOUR TICKETS VIA THE HANNIBAL & ST. JOSEPH R. R. LINE,** and enjoy the consciousness of having taken the short line, the cheap and quick route West.
P. B. GROAT, General Ticket Agent.
H. H. COURTRIGHT, General Freight Agent.
C. W. BREAD, General Superintendent.

RICH FARMS AND GOOD HOMES IN NORTH MISSOURI.

The Hannibal & St. Joseph R. R. Co.

OFFER FOR SALE

400,000 Acres of the Best Prairie, Timber and Coal Lands in the West,

IN FORTY ACRE LOTS OR MORE

ON TWO OR TEN YEARS CREDIT,

AT PRICES RANGING FROM

\$2.40 to \$3, \$4, \$5, \$7, \$9, \$12, \$15, &c., Averaging under \$10 per Acre.

Twenty per cent. is Deducted from Ten Years Credit Price if Fully Paid in Two Years.

TWO AND TEN YEARS,

—OR—

LONG AND SHORT CREDIT AND CASH LAND SALES

COMPARED AND EXPLAINED.

Productions will Pay for Land and Improvements within Credit Offered.

The H. & St. Jo. R.R. Co. sell PRAIRIE LAND on a long credit of ten years, with six per cent. interest, and sell Prairie, Timber and Coal Land on a short credit of two years, with ten per cent. interest on balance unpaid, or for cash. The Short Credit and Cash price is twenty per cent. less than the Long Credit price. To make the terms and practical results of these different plans of sale perfectly plain, let the following examples be considered:

LONG CREDIT ILLUSTRATED.—Say that 40 acres of land at our average price of \$10 per acre—\$400 on Long Credit of ten years, on July 1st, 1867. The payments will be due and payable as follows:

	Interest.	Amount.
July 1, 1867, Pay 6 per cent. interest on \$400.....	\$24.00	\$24.00
" 1, 1868, Pay 6 per cent. interest, as before,.....	24.00	24.00
Then one-ninth of Principal, as follows:		
July 1, 1869, do.....	\$44.44	21.24
" 1, 1870, do.....	44.45	18.67
" 1, 1871, do.....	44.44	16.00
" 1, 1872, do.....	44.45	13.33
" 1, 1873, do.....	44.44	10.67
" 1, 1874, do.....	44.45	8.00
" 1, 1875, do.....	44.44	5.33
" 1, 1876, do.....	44.45	2.66
" 1, 1877, do.....	44.44
	\$400.00	\$144.00
		\$544.00

SHORT CREDIT ILLUSTRATED.—Say the same 40 acres as above is bought on our Short Credit of two years, the price will be \$8 per acre—\$320, payable as follows:

July 1, 1867, $\frac{1}{2}$ of Principal,.....	\$106.67		\$106.67
" 1, 1868, do.....	106.67	Interest 10 per cent	\$21.34
" 1, 1869, do.....	106.66	do	10.66
Totals,.....	\$320.00		\$32.00
			\$352.00

N. B.—The terms of a Long Credit can be changed to those of a Short Credit contract, if fully paid within two years from date of purchase.

On final payment of either kind of contract, the buyer is entitled to a general warrantee deed, giving a PERFECT TITLE.

For CASH in full at date of purchase, the same 40 acres as above can be bought at \$8 per acre—\$320, and then get a deed.

Directions to Explorers and Land Buyers.

Our Local Land Agents will show Lands and assist buyers to complete a purchase, on the most favorable terms, without charge for their services.

EXPLORING LAND BUYERS should get tickets at Land Office in Hannibal in order to have fare on our railroad refunded or allowed on first payment for land.

Towns Lots in towns on the railroad, are sold for one-third of value down, one-third in one year and one-third in two years, with interest.

CIRCULARS, giving full particulars, are furnished gratis, and persons wishing to enlist their friends to emigrate with them should apply for all they want to circulate.

A SECTIONAL MAP, showing the exact location of the Lands, is sold at thirty cents. Apply to, or address

GEO. S. HARRIS,

Land Commissioner H. & St. Jo. R. R., Hannibal, Mo.

Ample Public Funds Secure Free Schools in Missouri.

Missouri has Short Winters, Early Springs, Healthy Summers and Charming Autumns.

organized which import it to some extent into the city, but considering the demand which even now, upon its first introduction exists, and with the high price which results from imperfect apparatus and arrangements for mining, it may be said that as yet, comparatively nothing has been done toward converting to use this important element of wealth and prosperity. The value of coal as fuel or as a generator of steam is too well known to require remark. Its superior excellence and cheapness recommend it to universal use, and when these mines are opened and worked to the extent of their capacity, the advantages which Quincy will enjoy over her neighbors will be immense. Coal is not an article that admits of distant transportation for general consumption, and while *they* are forced to use wood as a fuel at a large and yearly increasing price, *she* may enjoy an ample supply of coal at a cheap and constantly decreasing rate. This single circumstance, other things being equal, gives her great superiority as a manufacturing point.

The price at the present time is nineteen cents per bushel, and with increased capital facilities for mining and transportation, and the competition that will ensue upon the opening to market of the large deposits in Brown and Schuyler counties, we may reasonably expect that it will soon be afforded at twelve cents per bushel. In addition to the abundance of coal, the cheapness of erecting buildings suitable to extensive operations, the abundance of labor, and the small cost of sustaining a working population, together with other circumstances favorable to economical production, all tend to designate this as the future Store House and Manufacturing Centre of a large extent of territory. Rafts of pine lumber are constantly arriving from the Upper Mississippi, but the supply heretofore has scarcely been commensurable with the demand. Within the past year, however, great attention has been paid to the production of hard wood lumber in the immediate vicinity of the city. Upon the bluffs adjoining on the north and south, on the islands in the river within a short distance above and below, and immediately opposite, on the Missouri shore, lie vast tracts of timber lands which will eventually be made to furnish not only a large proportion of timber required for building purposes, but also of that employed in manufacturing wagons, household furniture, &c., to which it is admirably adapted. Several steam saw mills are now in active operation, and two or three, for a series of years, have done a large and profitable business; but in common with all other producing establishments, they have been found the past year or two, inadequate to supply the growing necessities of the place, and several additional ones have been erected in the dense forests of Missouri, opposite the city, and upon the neighboring islands, the influence of which is already perceptible upon the lumber market of Quincy. The engine and machinery necessary to run a productive mill may be purchased here, carried and set up within a short distance in the midst of an almost inexhaustible

supply of walnut, oak, elm, maple, ash, linn, hickory, and other of the heavier kinds of timber, for a comparatively small sum, and the cost of getting the lumber to market is slight. From these facts we are justified in concluding that good and cheap lumber may hereafter be had in abundance.

The Bluffs in the neighborhood contain large deposits of the best limestone, admirably suited to building purposes, and extensive quarries supply the city with it in great abundance. Lime and brick are manufactured on an extensive scale, and late patented improvements have greatly facilitated the process, and materially lessened the expense. In short, all kinds of material employed in building, may be purchased in any quantities, at the lowest rates.

The beauty and healthfulness of the location, as well as the comparatively low figures at which real estate is held, have attracted to this point a large proportion of mechanics and laboring men, who are to a large and perhaps unequalled extent house-holders, and proprietors of the dwellings which they inhabit. The exemption from exorbitant rents, the cheapness and abundance of fuel, the large amount of breadstuffs manufactured, and the fertility and productiveness of the country in which the city is situated, together conspire to render the cost of living comparatively small. Labor is thus more remunerative, although afforded at a cheaper rate, than at almost any other point in the west.

This is a consideration of the highest importance to a manufacturing community; and without it, establishments on an extensive scale, which require the employment of a large number of hands, could not be profitably conducted. The position of Quincy upon the Mississippi River enables her readily to import the raw material which goes to supply her manufactories. In addition to this great natural advantage which affords cheap and reliable means during three fourths of the year, for the distribution abroad of manufactured articles, as well as for the reception of materials.

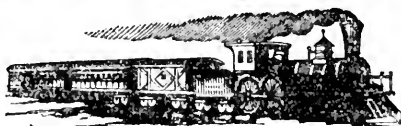
Quincy is already quite a railroad centre, and when the bridge, now in process of erection across the Mississippi river at this point is completed, no doubt we shall have several other connections. We now have a route to the east via Chicago, another via Toledo. To the great west we go by the Hannibal, Quincy and St. Joseph road, to the Missouri River, and as far beyond as fast as the new roads are laid down westward. We have two very convenient routes to St. Louis, one via Jacksonville, in this State, thence south to St. Louis, another by the Hannibal, Quincy and St. Joseph road to the North Missouri railroad, and thence south to St. Louis. A new road is projected from West Quincy through North Missouri to connect with the Missouri River above St. Joseph. On the completion of the bridge this road will be built. Another projected road, which only awaits a little more time, is the one through Pike County to St. Louis.

GREAT CENTRAL ROUTE EAST.

TRAINS VIA

Chicago, Burlington & Quincy

RAIL



ROAD

Leave Quincy Depot, foot of Vermont Street, as follows:

3:30 A.M., 6:30 A.M., 8.30 A.M., 12:30 P.M., 5:30 P.M.

(SUNDAYS EXCEPTED.)

ONLY DIRECT ROUTE FOR CHICAGO,

Detroit, Niagara Falls, Toledo, Cleveland, Erie,

Buffalo, Albany, Troy,

NEW YORK AND BOSTON,

Ft. Wayne, Pittsburg, Philadelphia,

BALTIMORE, WASHINGTON,

Indianapolis, Columbus and Cincinnati.

ONLY ONE CHANGE OF CARS between QUINCY & NEW YORK

THIS IS THE ONLY ROAD RUNNING A

THROUGH EXPRESS TRAIN SATURDAY EVENING.

Passengers leaving Quincy by this Train arrive in New York and Boston Tuesday morning,

TWELVE HOURS QUICKER THAN BY ANY OTHER ROUTE.

New and Elegant 12 Wheel Coaches, with Ruttan's Patent Ventilators and Dusters are run on all Day Trains.

PULLMAN'S PALACE (16 WHEEL) SLEEPING CARS

Are run on all Night Trains.

Baggage Checked Through and Handled Free.


Passengers going East should not fail to go by this **GREAT POPULAR ROUTE.**

Passengers for Indianapolis, Cincinnati and Louisville will find this a very desirable route, having

ONLY ONE CHANGE OF CARS FROM QUINCY.

TIME QUICK, and Fare always as Low as by any other route.

For Through Tickets and information, apply at the principal Ticket Offices in the West, or the Company's Office in the Depot at Quincy.

 Freight of all classes will be contracted from Quincy to Eastern Cities, and from the East to Quincy, AS CHEAP AS BY ANY OTHER ROUTE.

SPLENDID STOCK CARS,

For Shipping all kinds of Stock, and at as Low Rates as by any other route, WITH THE ADVANTAGE OF THE CHICAGO MARKET.

ROBERT HARRIS, Gen'l Sup't, SAMUEL POWELL, Gen'l Ticket Ag't,

E. R. WADSWORTH, Gen'l Freight Agent, Chicago.

N. D. MUNSON, Ass't Sup't,

H. W. MEAD, Freight Agent,

E. A. PARKER, Ticket Agent, Quincy, Illinois.

ILLINOIS FRUIT REGION.

The Egyptian Basin and its Contents—A Wonderful Country and its Products—Strawberries, Peaches, Raspberries, Cherries, Grapes, Apples, Pears, and other Fruits.

If one go from Chicago to Cairo, down the Illinois Central, and from Cairo to Dunleith on the main line of the same road, and from the latter point to Chicago, he will, so to speak, have peragrated the greater portion of the State, and will have experienced more varieties of soil, climate and productions than can be found in any other State in the Union. He sees every variety, from the pine of the north to the magnolia of the South, from corn and potatoes to cotton and tobacco. It may be added that nowhere else in the world can one travel five hundred miles due north and south, upon a single railway under one charter and management.

Coming north from Cairo, one rides twelve miles across the bottom lands extending from the Mississippi river. The road emerges from this bottom at Villa Ridge station, and here, with higher land commences the fruit land of Illinois. Following directly north through Pulaski, Union, Williamson, Jackson, Perry, Jefferson, Washington, Clinton, Marion, Fayette, and other counties, and so on north as far as a line drawn somewhere across the State near the Terre Haute and Alton Railroad,—one passes through what is more especially the fruit growing section of Illinois. It is a region nearly or quite two hundred miles in extent from north to south.

At a distance of 120 miles from Cairo the Illinois Central Railway bifurcates—one fork running in a north-easterly direction to Chicago—the other passing along the line of the third principal meridian, diverges at Freeport for Dunleith. By the former the great cities on the lake, by the latter and intersecting lines of those of all the upper Mississippi, are supplied with the fruits and luxuries of Egyptian Illinois—a market as vast as even this productive region can ever supply.

Along the lower end of this country lie ranges of hills, and it is these which form the southern boundary of the fruit country, and also of what is sometimes called the basin of Egypt.

Over and along through these hills are nearly or quite a score of railroad stations, connected with settled portions of the adjacent country, in all of which fruit growing has become the principal business. Among these stations, Cobden, Makanda and Jonesboro assume prominence.

The amount of shipment from any of these small stations is almost incredible to one who has not examined the matter. From Cobden, the most important of these points, as high as eighteen tons of strawberries have been shipped in a single day. Jonesboro, which is a point below both Cobden and Makanda in importance, ships, on an average, from six to eight tons per day, or about 250 bushels. One grower alone, at the latter place, averages each day a shipment of fifty bushels of strawberries. At Centralia, during the present season, the shipments reach as high as 500 bushels on some days; and are each day, somewhere between this maximum figure and 300 bushels.

The labor of picking and packing is done by women and children, in the little square boxes in which the strawberries are found when they reach the market. The pickers are paid from two to three cents a quart; and, with the average sized berries, one picks a quart in ten minutes. The berries are picked in the afternoon for shipment the same evening.

ABOUT PEACHES.

Next in prominence in extent, if not in profit, to the culture of strawberries, is that of peaches.

From Villa Ridge to Centralia, and for miles this side of the latter place, one sees an interminable succession of peach orchards. There seems to be within view of the railroad alone, peaches sufficient to glut the market of half the world. At Centralia, one grower has 120 acres; and at every other station there are men who have from five to fifty acres, and occasionally even more, devoted to peaches.

From Jonesboro, the present season, the shipments are a car load per day; and, from Cobden the shipments are about three times those of the former place. Du Quoin will about equal Cobden in its average shipments; and from nearly a score of stations south of Centralia, the shipments reach, in all, an aggregate of from fifteen to twenty-five car loads per day, of which nine-tenths are sent to the northern market.

One branch belonging to fruit growing is yet undeveloped. It is that connected with canned fruits. This lucrative business is now almost wholly monopolized by eastern producers, but there is no reason why the north-western market, and, in fact, the market of the whole world, can be supplied with canned fruits by Southern Illinois.

ADVERTISEMENT.

All this fruit range lies adjacent to the Illinois Central Railroad, by which is run a special train of refrigerator cars for the transportation of fruit. This train was put on June 3d; and, as an indication of the amount of fruit business, since that date the average shipments to Chicago, alone, have been five cars of berries and five to twenty-five cars of peaches per day during the season.

Out of 850,000, the Company have over 300,000 acres of land for sale lying adjacent to their road in this region.

The lands offered for sale may be reached from the East and West by any of the lines of transportation crossing the Illinois Central Railway. All station agents on the road are provided with plots, showing the land for sale in their vicinity. The main office of the Company is at No. 58 Michigan Avenue, Chicago. Call for maps and all information.

PRICES AND TERMS OF PAYMENT.

The price of land varies from \$7 to \$12 per acre, and is sold on short credit or for cash. A deduction of ten per cent. from the short credit price is made to those who buy for cash.

EXAMPLE.

Forty acres at \$8 per acre, on short credit:		
Cash payment.....	INTEREST.	PRINCIPAL.
Payment in one year.....	\$14 40	\$80 00
Payment in two years.....	9 60	80 00
Payment in three years.....	4 80	80 00

The same Land may be purchased for \$288 in Cash.

For full particulars, address in person, or by letter—

JOHN B. CALHOUN,

Land Commissioner, Ill. Cent. R. R.

Chicago, Illinois.

CHICAGO, Sept. 1, 1867.

The facts which have been briefly stated, are a few of the peculiarities of position which will enable Quincy to manufacture with such cheapness to compete successfully in their own fields with such cities as Pittsburg, Cincinnati and St. Louis, each of which she is gradually supplanting in places heretofore dependent upon them for their supplies. They are sufficient to establish that her resources as a manufacturing city, are unexcelled, so far as facilities for production are concerned. With regard to means of distribution she is equally fortunate.

The levee and harbor are unsurpassed by those of any other port on the Mississippi River. The levee is wide, and admirably suited to business purposes. The demands made upon it during the last year, however, somewhat taxed its capacity, and it is contemplated by the city authorities, to enlarge, and otherwise improve it, within the present year. With the proposed additions, it will be about one mile in length. It is easily accessible to boats of the largest draught, at the lowest stages of water. Quincy Bay, which extends from the northern end of the levee, four miles in a northerly direction, being completely land-locked, offers rare inducements, of which many steamers yearly avail themselves, as a secure place for winter quarters. The depth of water is sufficient to admit the largest boats with perfect safety, and their security from damage by floating ice, upon the "breaking up" of the river in the spring, is entire.

The arrivals and departures of steamboats from the port of Quincy, amounted, in 1866, to 3,732, over 800 more than during 1856, and in the past year the Harbor Master has paid into the city over \$1,100 more than during any previous year. This simple fact tells for itself that the river business by steamboat lines is steadily increasing as we increase in population and size. Two daily lines of packets run to St. Louis, and one to Keokuk—a city in Iowa, some forty miles above here, at the foot of the lower rapids.

In addition to these regular lines, opportunities for shipping merchandize, by means of transient boats, to the regions of the Upper Mississipi, and to all other points accessible by the river and its tributaries, are constant and reliable. These excellent facilities of transportation cause an influx of vast quantities of varied products and manufactures of the great Mississippi Valley, which are distributed from this point to the surrounding country.

In the year 1853 Quincy was made a port of entry, and attached to the collection district of New Orleans. A yearly increasing number of her merchants import their goods directly from the European manufactures, with but a single reshipment. The freight upon goods to New Orleans, from the various European ports is much less than from the same ports to Boston, New York, Philadelphia or other eastern cities.

GRAND CONSOLIDATED RAILWAY LINE

Toledo, Wabash and Western RAIL WAY.

From Quincy or Keokuk to Toledo.

This Road is thoroughly equipped in all its appointments, and offers great inducements to the Traveling Public.

TWO THROUGH PASSENGER TRAINS RUN DAILY

From the Mississippi River to Lake Erie,

WITHOUT CHANGE OF CARS,

And only Two Changes from Quincy to the Atlantic Cities.

For location of Road, please examine any reliable and correct map. It runs in almost an air line for a distance of 476 miles, being nearly 100 miles shorter than any other route—therefore makes much quicker time.

There are ten different Railroads crossing the Toledo, Wabash and Western between Toledo and Quincy, forming many important connections. Among the most important are—

AT JACKSONVILLE for Alton and St. Louis.

AT SPRINGFIELD with Chicago & Alton Railroad.

AT DECATUR with Illinois Central Railroad (main line.)

AT TOLONO with Illinois Central Railroad (branch line.)

AT LAFAYETTE JUNCTION with Lafayette and Indianapolis & Cincinnati Railroad, and Louisville & New Albany R. R.

AT LOGANSPOUT with Cincinnati Air Line R. R. Also with Logansport & Peoria R. R.

AT PERU with Peru & Indianapolis R. R.

AT FORT WAYNE with Pittsburg & Fort Wayne and Pennsylvania Central Railroads.

AT TOLEDO with Lake Shore R. R. Line. Also with Toledo & Detroit R. R.

It will readily be observed that with the above many direct connections, the Toledo, Wabash & Western Railway occupies a very important position, and that all points in the Eastern, Middle and Southern States can be reached much better by this road than any other.

Superior Dining Halls and Splendid Sleeping Cars ON THIS ROUTE.

THE SLEEPING CARS on the Toledo, Wabash & Western Railway are entirely new and not surpassed by any now in use. Each car is provided with two State Rooms and a LADIES' DRESSING or TOILET ROOM, a comfort long needed but not used upon any other Railway in this country—and once seen is fully appreciated.

Fare always as Low as by any other Route, and Baggage checked to destination.

H. C. GOODELL, Gen'l Passenger Agent, Toledo, O.

E. A. CHAPIN, Gen'l Superintendent, Toledo, O.

The large number of vessels engaged in the transportation of cotton from New Orleans, are anxious to secure freight; many of them returning in ballast. Quincy merchants are thus enabled to duplicate the bills of St. Louis, with the slight addition of freight from that point to this, an addition which northern and western dealers must pay in any event. They have no hesitancy in saying that they can sell cheaper than the merchants of Chicago, who are compelled to pay heavier freights, not only for the transportation of their goods from Europe, but for their carriage from the Atlantic cities to the interior. It is thus apparent that Quincy is the point to which dealers along the line of her railroads projected and built, should and will, turn their attention for the purchase of their stocks. These facilities of importation, combined with the various circumstances which have been mentioned, as facilitating manufactures, make her the most eligible for their supply.

On the Illinois side of the Mississippi River, for a distance of more than one hundred and fifty miles, Quincy is the only point where the bluffs approach the river, and where the landing of steamers of heavy draught during the lower stages of the water, is at all practicable. From this circumstance, if from no other, she is, and must continue to be, the market for the grain and other products of the western portion of the Military Tract: a district of country, somewhat circumscribed in area, it is true—but unexcelled on the face of the globe for fertility, as it is in beauty, and one of the most populous and wealthy portions in the State of Illinois. This country has heretofore been the chief source from which Quincy has drawn her supply of country produce, and before the completion of any railroads terminating here, she drew simply by the superiority of her shipping facilities, the trade of the whole of this section, to herself, although much of its produce had to be hauled over heavy roads, a distance of many miles.

Manufacturing and Commercial Interests.

In view of the fact that Quincy has now passed from a town of some five thousand inhabitants, in her earlier years, to the position of the second city in Illinois, having now over 30,000 inhabitants within her incorporated limits, and possessing the acknowledged further advantage of being both one of the healthiest and most beautiful cities in the west; and in view of the fact that her advantages herein before indicated in respect to location, manufactures, commerce and mercantile facilities insures her rapid advance. I do not deem it either proper or possible to spread out in detail all we are doing here in the way of business. The enterprising merchant, mechanic, or business man among us who desires, through the medium of this book or pamphlet, to see his name and business specially mentioned and referred to,

can have that advantage through the medium of our advertising pages. Indeed, that is what these pages are for.

Besides all this, Quincy has now over 1,500 business houses, shops and places of dealing, embracing every variety of trade, calling and manufacture. It is deemed more in accordance with the present and future prospects of Quincy, and, if you please, with her dignity, as holding among young cities the plan of a fixed eminence, to treat her as already to some extent known. Her manufactories embrace steam flouring mills, corn meal and feed mills, steam saw mills, machine shops, stove foundries, other foundries, stove and tin-ware manufactories, copper and sheet-iron works, furniture manufactories, wagon factories, carriage factories, agricultural implement factories, copper shops, pump makers, brick makers, stone masons, stone cutters, lime burners, marble works, wooden ware manufacturers, boiler makers, planing mills, grain distillers, brewers, soda water manufacturers, vinegar makers, rope makers, paper mills, printing establishments, book binderies, soap and candle makers, saddle and harness makers, bakers, confectionery manufacturers, gas works, and, indeed, every usual manufacturing pursuit and business. Many of these branches are run very heavily here, and besides supply the home demand, send large quantities and heavy amounts to the west of us, up the river, and in every direction.

Mercantile Interests.

The dry goods business here is very extensive—both wholesale and retail. It is believed that some of our jobbing houses here afford to the country merchant better and cheaper facilities for laying in their stocks than they can find any where else. The retail dry goods business here has, for many years, been quite extensive, and has always in the main been characterized by cheapness to the buyers and fair dealing towards customers. We have here heavy hardware stores, iron stores, leather stores, forwarding and commission houses, wholesale grocery houses, retail groceries, variety stores, rectifiers and liquor dealers, lumber dealers, clothing stores, merchant tailors, book stores, drug stores, boot and shoe stores, auction houses, watch and jewelry stores, china, glass and queensware houses, tobacco and cigar stores, hat and cap stores, millinery and bonnet stores, ice dealers, pork packers, beef packers, fruit dealers, packing houses, and in short every sort of business houses and places of business and dealers usually found in cities. These interests the mercantile have heretofore been the most prominent of our interests; but as new veins of enterprise are struck in the more endearing and profitable pursuits of manufacture, we are beginning to realize our destiny as a manufacturing city more clearly. Still there is no rivalry between them, but on the contrary a harmony of interests.

J. R. SKINNER,

WHOLESALE AND RETAIL DEALER IN

BOOKS AND STATIONERY

109 Maine Street,

Quincy, Illinois.

DUCKWORTH & BUGBEE,

MANUFACTURERS OF

BREAD,
Cakes & Crackers,

At Wholesale and Retail.

Also, constantly on hand, all kinds of choice

CONFECTIONERY,

Nuts, Fruit, &c., &c.

Parties, Excursions and Balls furnished with

Ice Cream & Fancy Work

Of all descriptions, at short notice.

No. 146 Maine St.,

QUINCY, ILLINOIS.

S. S. S.

Simmons' Sash Supporter.

Patented February 12, 1867.

They are a substitute for cords and weights for less than one-fourth the expense. They are the

Best Night Locks Ever Invented.

For weighted windows they hold the window still. They will not rattle, and they can be worked with a stick as well as by hand. You cannot let them fall. We will only say for reference that two of the largest Railroads in the West

Have adopted them for all their buildings on their lines,

This month, and we expect the whole of the railroad companies, and

EVERY OTHER MAN

That has any pride in his building, will do so.

For County Rights or Stock, apply to

J. D. SIMMONS,

69 Vermont Street, Quincy, Ill., or

V. M. CUME, 189 Randolph Street, Chicago, Illinois.

T. P. LETTON.

JOHN VIBERTS.

LETTON & VIBERTS,

PAPER HANGINGS,

DEALERS IN

Window Shades, Paints, Oils, Glass, &c.

House, Sign and Fresco Painters,
GRAINERS AND GLAZIERS.

NO. 30 SIXTH STREET,

(Between Hampshire and Vermont,)

QUINCY, - - - ILLINOIS.

HYGIENIC INSTITUTE.

Spring Street, bet. 6th and 7th,

QUINCY, ILLINOIS.

Z. P. GLASS, M. D., Proprietor.

MISS M. AUGUSTA FAIRCHILD, M. D.,

Associate Physician.

This institution is very pleasantly located, having a very fine view of the river and the beautiful scenery many miles beyond. Patients receive the personal attention of the Physicians, and their remarkable success in curing Consumption, Scrofula, Dyspepsia, Rheumatism, St. Vitus Dance, Epilepsy, Cancer, Asthma, Scorbutis, Seminal Weakness, Female Weakness, Cholera, Ague, Dysentery, Erysipelas, Inflammation and Ulceration of the Eyes, Typhoid Fever, &c., &c., during the past year is an evidence of their skill and careful treatment.

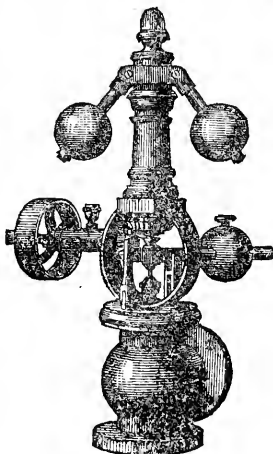
They give no drugs.

Their table is liberally supplied with well-cooked food. The rooms are neatly furnished, and everything kept *scrupulously clean*. Persons visiting the city on business or pleasure can be accommodated with rooms and board. Patients visited at their homes in or out of the city.

Send stamp for circular.

Address as above, box 1094.

Gardner's Improved Governor
And Automatic Safety Stop,
With Gardner & Robertson's
DOUBLE ACTING BALANCE VALVE COMBINED



Patented August 14th, 1860, December 27th, 1861,

November 21st, 1865. Re-issued September 5th, 1865.

Address all orders to

GARDNER & ROBERTSON, Manufacturers, Quincy, Illinois.

Financial Institutions.

There are at present two National Banks in this city, (the Farmers' and Merchants', and the First National,) and the banking and exchange office of T. T. Woodruff, and one other smaller bank, but the three named are all safe and reliable banking houses of Quincy, and where the greater proportion of the financial business is transacted.

Livery Stables.

There are some five or six livery stables having large numbers of horses and carriages for the accommodation of the public. No where can the transient visitor obtain a finer and more comfortable turn-out for a ride than in Quincy.

Hotels and Boarding Houses.

Quincy has large hotel accommodations. There is no place in the State, except Chicago, which has so large a number of good hotels. Here are the Quincy House, the Tremont House, the Adams House, the Virginia Hotel, the United States Hotel, all large houses, besides some ten or a dozen of size and accommodation but little inferior to the first named, and yet besides these there is another very useful and large class of taverns, boarding-houses and places of entertainment in the city where very good accommodations and comfortable quarters can be obtained, and at reasonable rates.

Land Matters.

This place was originally the seat of the United States Land Office for the Military Tract, and for a number of years the records of that land office was useful here. In a very early day several well known land agencies were established here; several of these agencies are still in existence. Large quantities of land have, in former years, been sold through these agencies here, besides the perhaps larger quantity sold here by the United States, so that Quincy has always been the centre of the land trade for the western part of the state. A great deal of land still remains at the disposal of these land agents here, and the land transactions yearly are still quite heavy.

Religion.

It is proper to say, under this head, that we have here all denominations common to the United States, except Mormons, and we have some twenty-five church edifices, some quite large and handsome, while the most of them are

well adapted for their uses. It is generally estimated that about one-third of the population of this city are now Roman Catholics. In another part of this book may be found the Church Directory.

Present City Officers.

JAMES M. PITMAN.....	MAYOR.
THOS. W. MACFALL.....	CITY CLERK.
CALEB BLOOM.....	CITY TREASURER.
JOHN BROPHY.....	TAX COLLECTOR.
B. I. CHATTEN.....	CITY ENGINEER.
W. G. EWING.....	CITY ATTORNEY.
JOHN TORRENCE.....	CITY PHYSICIAN.
FRANK DUKER.....	CITY SEXTON.
H. W. WALDHAUS.....	STREET COMMISSIONER.
JAMES JARRETT.....	HARBOR MASTER.
CONRAD KAUDER, Sr.....	CLERK OF THE MARKET.
THEODORE HOBRECKER.....	OVERSEER OF THE POOR.
TOM J. HEIRS.....	CHIEF ENG. FIRE DEPARTMENT.
JAMES LOWE.....	SUPT. OF PUBLIC SCHOOLS.

ALDERMEN:

FIRST WARD—	J. A. SYLVESTER, F. H. ALDRICH.
SECOND “	—J. T. BRADFORD, G. H. DAVIS.
THIRD “	—C. H. CURTIS, L. F. LAKEY.
FOURTH “	—J. TILLSON, W. TANSMAN.
FIFTH “	—T. REDMOND, W. WEBER.
SIXTH “	—C. A. VANDENBOOM, E. W. B. NEWBY.

Horse Railroads.

A charter for Horse Railroads has been obtained, a company organized under the charter, and certain streets designated for the lines of the road. Unfortunately at first an attempt was made by the company to secure *donations* from citizens to enable them to build the road, or as a bonus to the builders or corporators. Our citizens were not favorably impressed with this proposal. They urged that the road, when built, would pay, and that no bonus should be demanded, and they looked with unfavor upon this proposal as most obviously an attempt upon the part of the *corporators* to make money out of their position as corporators. The people could not see why a man who happened to be a corporator in a company, chartered for the common good, should thereby attempt to take to himself any advantage whatever, beyond those secured by the charter, to stockholders and owners. They desired the Quincy Horse Railroads to be built honestly, that it should

Merchandise Tags, Gum Labels, Lawyers' Seals, Paper Fasteners, and all other things in the stationery line, at Woodruff & Pfeiffer's, Quincy, Ill.

BUSINESS CARDS.

IRON.

SLIGO IRON STORE,

1007 North Second Street,
ST. LOUIS, - - - MISSOURI.

The Fullest Assortment of Wagon, Carriage and Plow

WOOD WORK

BEST QUALITY OF TIMBER.

AGENCY FOR THE SALE OF

Black Diamond Cast Steel,	Eagle Sad Irons,
Northwestern Horse Nails,	Eagle Thimble Skeins.
Weller's Patent Tuyere Iron	Star [*] Axles.

THE ONLY PLACE TO BUY THE CELEBRATED BRANDS

"SLIGO," "G. D. H.," "TYRONE."

All sizes constantly on hand—quality guaranteed.

HORSE AND MULE SHOES,
PLOW AND SPRING STEEL,
CARRIAGE AND TIRE BOLTS,
PLOW BOLTS AND CLEAVES,
ANVILS—ENGLISH AND AMERICAN,
SPRINGS, VISES,

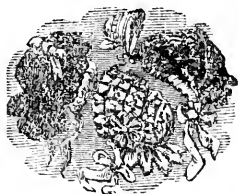
TIRE DRILLS, BENDERS AND SHRINKERS,
FILES AND RASPS,
NORWAY NAIL RODS,
COIL CHAIN,
STOCKS AND DIES,
BELLOWS AND TUYERE IRONS.

GEO. D. HALL.

Mrs. E. VAN DIEN,

DEALER IN

Millinery Goods,



No. 88 1-2 Hampshire St.,

(North side Public Square,)

Quincy, - Illinois.

LADIES' CLOAKS.

GO TO

M. LEVI & CO.'S,

Manufacturers and Wholesale and Retail Dealers,
for all the Latest Styles of

Ladies' Cloaks,

—AT—

No. 89 Hampshire St.

QUINCY, ILL.

LADIES' CLOAKS.

A superb stock of Gold Pens, Pencils, Pen-holders and Pencil Cases, the finest in the city, at low prices, at Woodruff & Pfeiffer's, 96 Hampshire Street, Quincy, Ill.

FOR THE
CHEAPEST DRY GOODS
IN QUINCY,
Call at the Cincinnati Store,
No. 39 FIFTH STREET,
(East side Public Square.)
Quincy, - - - Illinois.

H. A. PULTE.

I. H. MILLER,
Livery and Sale Stable,

—AND—

OFFICE OF THE OMNIBUS LINE,
MAINE STREET,

(BELOW THIRD.)

QUINCY, - - ILLINOIS.

Having recently completed a large and commodious Stable, I am now prepared to furnish accommodations to Horses from the country. The best of care will be taken of Horses left at my Stable.

Farmers visiting the city are invited to water their animals at my Stable, as I have abundant wells that will accommodate all who may wish to use them.

Boots and Shoes
AT WHOLESALE.

S. P. SARGENT & CO.,
No. 129 MAINE,

Bet. 5th and 6th Sts., north side,

Quincy, - Illinois.

We would call the attention of Merchants to our Fall Stock of Boots and Shoes. It has been selected with great care, and is adapted to the Western Trade, and will be sold at better bargains than you can get at Chicago or St. Louis.

Call and see us when in Quincy, or send us your orders, and we will fill them promptly and to your satisfaction.

be paid for by the owners, that there should be no bogus stock to eat up the shares of the men who *paid* their money, hence a long delay in commencing the lines. Ties have already been scattered along Fifth street, beginning at Broadway. This looks like business, and we understand that it means business. Liberal subscriptions by property owners on that street have induced the Horse Railroad Company to commence there first. Residents on East Maine street would do well to follow the noble example, and thus secure the building of a track to the Fair Grounds in time for the State Fair. A word to the wise is sufficient. We can now only say that we hope we shall have a horse railroad from the river to the fair ground by the first day of October next. We should be glad to announce this as a certainty, but we can say no more than we have in relation to the Maine street line.

Real Estate Investments.

In conclusion we deem it proper to say a few words in respect to the present and former prices of real estate in Quincy, and of the present year's improvements completed and going on here. Upon this latter point—our present improvements—we may say that in no one year since the year 1825, when Quincy was first laid out as a town and county-seat of Adams county, have we done so much as we are doing in 1867. The new buildings and improvements on Maine street alone will cost near half a million of dollars; this is but one street. All over the city new buildings are in process of erection or completion. Nearly all these new improvements are of the most substantial character; many of them are quite ornamental and expensive, some of them would be a credit to any city in the world.

In respect to the prices and value of real estate in Quincy we may say that, unlike almost any other new city, the prices of real estate have never been higher than the value. There has been no fictitious values or prices here from the first sale of lots in 1825 to the present time; each succeeding sale has been an advance upon its preceding sale, but *no one ever lost money by buying lots in Quincy, even though at the time of the purchase he seemed to be paying the highest prices theretofore known.* One reason for this may have resulted from the fact that our largest owners of real estate here have been men who were never compelled to sell at any but what they deemed fair prices. There has been a degree of firmness and steadiness, and a gradual but sure advance of real estate here ever since the year 1836, which has never at any time receded or staggered for a moment. We think that in some localities of the city prices have been kept up too high, but rest assured they will not recede, whilst in other localities, where prices have been too low in comparison with other points, there will be a steady advance.

The first large sale of a lot in Quincy occurred in 1836. Henry T. Blow, of St. Louis, ex-Member of Congress, bought the lot next west of the McFaddon corner, Fourth and Hampshire streets, at \$100 per front foot. This made the people open their eyes, but there has never been a day since when that lot could have been purchased for the original price. It is now worth \$300 per front foot. I give this as an extreme case of what, at the time, was deemed an extravagant price paid, and which yet never receded. At present the more favored localities for business lots on the Washington Square, on Front street and other good business localities, would command prices of from \$200 to \$500 per front foot. Yet there are other good business localities where lots can be had from \$50 to \$100 per front foot. In out-lots or places distant from business localities residence lots may be purchased from \$10 to \$25 per front foot. We do not believe that even the mere speculators in town lots can find many safer or better points of investments than Quincy now, if he would be content with a sure thing and with making a reasonable sum upon his investment. But if a man wants to buy here for \$100 what he expects to sell for \$10,000 in five years perhaps this is not his market. Mere speculators in town lots have always been a curse to any new town or city where they do congregate. Quincy has been fortunate in escaping the visitations of the breed. There has been but little mere speculation in town lots here, and we hope there will be less, but every one of them who did invest here for speculation have made money.

Surroundings of the City.

The country around Quincy is fine and rolling, and is not excelled by any in the West. Splendid farms, with many palatial residences, are to be seen in every direction after passing the outskirts, while within a few miles either way are found many thrifty and populous villages.

The lately discovered Mineral Springs in Pike county, about forty miles distant, also form one of our most pleasant surroundings. They have, within a few years, been improved by the erection of a magnificent hotel, capable of accommodating three hundred guests—an engraving of which may be found in the front part of the book, next to the title page—which is kept in excellent style, by Messrs. Watson & Divelbiss, the proprietors, thereby furnishing the citizens of the city and surrounding country as fine a place for summer recreation—to say nothing of the benefits which those who are indisposed can derive from the waters—as could be desired. A full description of these Springs may be found on the 85th page, to which we would direct the attention of the reader, in the hope that persons suffering from the diseases for which the waters are recommended may be induced to try them, for a trial is certain to prove beneficial.

NEW STORE AND NEW GOODS.

POWERS & FINLAY,

DEALERS IN

Cloths, Cassimeres, Clothing,

—AND—

GENTS' FURNISHING GOODS,

WHOLESALE AND RETAIL.

POWERS & FINLAY,

Having removed to their new and splendidly lighted store,

South side of Maine Street, nearly opposite their Old Stand,

(Four Doors west of the Quincy House,)

presented
in

QUINCY,

ILLINOIS,

Have greatly enlarged their facilities for business, and now invite their former patrons and others to an examination of the finest and best selected stock of goods, in their line, ever brought to this market. They are now opening daily, direct from manufacturers' agencies and importing houses in Eastern cities, a very fine assortment of French, English, German and American Cloths and Cassimeres for Dress and Business Suits. Have also a very superior line of Gents' Furnishing Goods, viz: Gloves, Hosiery, Shirts, Drawers, Neckties, Collars, &c.

SUPERIOR PHOTOGRAPHS,



At No. 96 1-2 Hampshire Street,
QUINCY, ILLINOIS.

Our work is guaranteed to be inferior to none made North, South, East, or West.

Give us a call, examine our work, and you will go away satisfied that FINE WORK is being done in Quincy.

Pictures Colored in Oil, India Ink,
or Water Colors, if desired.

A. H. TAYLOR, Artist.

KNIGHTS & BARNSTEAD,

DEALERS IN

Steam, Gas & Water Pipes,

GALVANIZED IRON PIPE,

For Water and Pumps, which is the cheapest and best Tubing in use. Also, dealers in

Pumps of All Kinds,

GAS FIXTURES,

Kerosene Lamps, etc.,

No. 189 Hampshire Street,

QUINCY, - ILLINOIS.

FOR SALE

AT THE

BOSCOBEL STOCK FARM,

One Mile East of the City of Quincy, Illinois.

TEN VERY SUPERIOR THOROUGHbred DURHAM BULLS

Ranging from six months to three years old, and weighing from five hundred to twenty-five hundred pounds.

THIRTY THOROUGHbred DURHAM HEIFERS,

From six months to three years old, and weighing from four hundred to two thousand pounds.

THIRTY SOUTH DOWN RAMS,

One year old, weighing from one hundred and seventy-five to two hundred pounds—all by the celebrated imported Ram, Archbishop.

TWENTY-FIVE RAM LAMBS,

(South Down,) all by the imported Ram, Jonas Webb, junior.

FORTY SOUTH DOWN EWES,

One year old, by Archbishop.

FORTY SOUTH DOWN EWE LAMBS,

By the imported Ram, Jonas Webb, Jr.

FIFTY SOUTH DOWN EWES,

Two years old, bred by L. G. Morris, of the Herdsdale Farm, New York.

Pure Berkshire, Yorkshire, Suffolk, Chester White and Russia Pigs.

A VERY FINE THREE YEAR OLD JACK.

A FEW SUPERIOR MULES, WELL BROKE.

Also, some Fine Trotting Horses and Family Carriage Horses.

Apply early, to

JAS. W. SINGLETON.

LECTURE

DELIVERED BEFORE THE

NEW ENGLAND SOCIETY,

December 22d, 1862,

By WILLARD KEYES, Esq.

Early Reminiscences of Quincy.

LADIES AND GENTLEMEN:—There is nothing more congenial to the heart of a true New Englander, in whatever clime his lot may be cast, than to meet fellow-countrymen on the 22nd of December, in commemoration of Pilgrim Forefather's day. And as this day was hastening on, a respected friend said he thought it time we heard something from the Forefathers, or Early Pilgrims, of Quincy, and wished me to prepare something for the occasion. I hesitated, doubting whether I could glean anything from memory's store-house worthy to beguile a half an hour of your attention.

In April, 1855, at the repeated solicitation of John T. Morton, Esq., then editor of the Quincy *Whig*, I prepared a document styled "Early History of Quincy," by "A Pioneer." It was published in the daily and weekly *Whig*, also in the *Republican and Patriot* before the wedding of these papers was consummated.

I feared, therefore, anything I should write would seem dull as a twice told tale, but my good friend persisted that I must prepare something to read, and, one night after retiring to my rest, sleep departed from my eyes, and in a dreamy state had visions of chronicles and records of Quincy's former glory, but in sad confusion in the aforementioned store-house of memory.

Next morning, when consciousness returned, with pencil in hand, I attempted to sketch some of the shadowy visions of former days, and put them in something like chronological order; the facts and figures here set down will be about as good as new, and not trenching much on the former publication contained in the former preparation, I shall also try to avoid saying anything modern, or treading upon the toes of the present generation of Quincyians.

The first discovery of Quincy—in the light which I choose to view it—must be given to my old and ancient friend ex-Governor John Wood, in the spring of 1821. It is true, the native "Saukie," or "Red Man," had hunted and fished here generations before. It is also true that the French Indian Traders had occupied the western front of our "Model City" many years before, as the ruins of their establishments clearly indicated to the early settlers of Quincy. Also, in 1813, two regiments of Mounted Rangers from Illinois and Missouri, commanded by Gen. Howard, visited this cou-

spicuous point, burned and destroyed the Indian wigwams, and probably the French trading establishments, in retaliation for Indian barbarities committed on our frontier settlements, as also to drive the Indians north of Rock River. They had several Indian scares, but no serious fight. They then marched across the country to Fort Peoria, which they rebuilt and named Fort Clark. From thence they marched through Sangamon and Morgan counties (not then named or any white settlers in them,) to their rendezvous, at Edwardsville. In that expedition were many who afterwards were conspicuous characters in Illinois and Missouri, as Gov. Carlin, J. Reynolds and Col. Clemens, of Illinois, and Gov. McNair, of Missouri. With these, and many others of lesser note, I afterwards came in contact and heard their thrilling stories.

Permit me here to introduce a little episode to my narrative, by going back to the time, and giving a brief of my first introduction to the Mississippi Valley.

On the 30th day of August, A. D. 1817, more than forty-five years ago, I was first gratified with a sight of the "Great Father of Waters," as the majestic Mississippi, (or as it was originally spelled "*Miche sepe*.") It was at the little French village of Prairie DuChien, (in English, meadow of dogs). I remained in these regions something less than two years, a part of that time was engaged in aiding to construct the first water mill in those regions. It was a wonder to the inhabitants, mostly French and Indians. They raised Spring wheat, about ten bushels per acre. Their farm lands lying back of the village, adjoining the bluffs, were fenced in common. Flour was rated at \$10 per hundred, and the custom at the horse mills of the country was to take one-fourth for toll.

I will here make a brief extract from my journal of that day, which will describe the place better than I can from memory. August 31, 1817, a general muster of the garrison, being the last day of the month; about two hundred riflemen, commanded by Col. Chambers; they appear well disciplined. The Fort is about fifty yards square, composed of barracks built of hewn logs, with two block-houses, at opposite corners mounting several small pieces of artillery, and called "Fort Crawford." The prairie is ten or twelve miles long, and from two to four broad. The inhabitants are French, who settled here from Canada about forty years ago. There are twenty or thirty houses in the vicinity of the Fort, besides several clumps in different parts of the prairie. The river is said to be about one mile wide opposite the town, and full of Islands. The people are galloping about on French ponies, playing at ball or billiards, so that the Sabbath appears to be a day of amusement among them.

October 19th, 1817, Sabbath, and pleasant weather. At half-past eight o'clock in the evening a messenger, at full speed, rode up and gave the alarm that the Indians had attacked the town, and directing us (about eight in number,) to make the best of our way to the Fort. Our fire-arms were absent, or out of order, and we concluded to flee. At the same instant the Indian whistle began to sound the signal for attack. We rushed out and were fired upon, and the war-whoop commenced. We scattered to the hills, it was a moonlight night. Finding ourselves not pursued we collected our company together, and found two missing; after long consultation, from various reasons, we concluded it a false alarm, instigated by some wickedly disposed persons, we returned to our cabin, found the door strongly barricaded, and one of our men, Joe Russel, with club in hand ready to fight the

G. J. COTTRELL,

WHOLESALE AND RETAIL DEALER IN

Hardware, Iron, Nails

WAGON TIMBER,

STOVES, TINWARE,

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33 Fifth-st., 2d Door N. of Court House,

Ag't for Stewart Stoves.

Quincy, Ill.

PUTMAN & ELLIOTT,
MANUFACTURERS
AND JOBBERS.

Paper Collars,
CUFFS,
NOTIONS, Etc.,

No. 24 Fourth Street,
Quincy, - - Illinois.

Worrell, Sylvester & Co.,
Manufacturers of
Steam Engines,
PUMPS,
PLOWS, MACHINERY,
And General Repair Work.

Front street. opposite Quincy & Chicago
R. R. Pass. Depot,

Quincy, - - - Illinois.

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GEO. J. METZGER,

SUCCESSOR TO E. K. STONE & Co.,

Boots and Shoes

NO. 104 MAINE STREET,

One Door East of the Quincy House,

QUINCY, - - - ILLINOIS.

CITY STOVE WORKS

BONNET & DUFFY,

MANUFACTURERS OF

STOVES

—AND—

HOLLOW WARE,

Corner Fifth and Ohio Sts.,

Quincy, - Illinois.

ASH & HUNTOON,

DEALERS IN

Lightning Rods

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PUMPS.

Office at the Lumber Yard of Van Doorn,
Bro. & Co.,

165 Hampshire-st.,

QUINCY, ILL.

death. Joe was excited with joy when he found there was no fighting to do. First he ran into the midst of the assailants, but was driven back, and as a last resource took refuge in the house; the principal of our establishment (John Shaw,) remained in the woods all night.

The Indian exploit of last night was performed by the officers of the garrison, assisted by some of the principal citizens, led by the Colonel, who came up to-day to apologize. Shaw, the next morning, from the hills that overlooked the fort and village, saw that all was quiet, concluded he had been hoaxed, and came in with great indignation; said he would quit in disgust if he was to be insulted thus, but the Colonel assured him that he did it purely from a sense of duty, that he was too far from the fort for protection; that he had repeatedly urged him to arm his company, as he considered there was real danger, and he (the Colonel,) would be held accountable if he suffered them to remain careless of danger. We were afterwards provided with a dozen of United States muskets. The summer of 1818 I passed in school-teaching at Prairie DuChien, having about twenty-five pupils of the better class of French and half-breeds, with a few Americans, at \$2 each, per month.

Civil law was unknown in those regions, and the Colonel's edict was the law, usually short, and to the point. He was accounted by many as very despotic, although he always treated me with much courtesy, lending files of newspapers, and other favors, when asked. We had mails once in two months by sending express to the fort below.

I was somewhat connected with a company organized in New York, endeavoring to establish a claim to a tract of land one hundred by one hundred and twenty miles square, near the Falls of St. Anthony, called "Carver's Purchase," from the Naudowessie Indians, in the year 1767. Carver went to England to get his purchase confirmed by the British Government, about the breaking out of the Revolutionary War, which prevented his success, and he died there at the house of the Rev. Dr. Peters, an Episcopal clergyman. Some of my correspondence about this time with the Rev. Dr., relative to that claim, were published with Governmental Documents, now in the possession of my friend Charles A. Savage, Esq., of Quincy.

In January, 1819, I joined a company of lumbermen going to the pinery, on Black River. Our company consisted of fifteen, one American besides myself. In purchasing my outfit my horse cost \$80, train, or sled, \$10, horseshoeing \$4, a small porker, weighing 120 pounds, \$20. John W. Johnson, a Baltimorean, Indian Agent at Prairie DuChien several years after, I met him in St. Louis, where he was then Mayor of the city. Almost his first salutation was my paying such a price for pork, and related the circumstance with glee to gentlemen present. I contended that I got a good bargain in the pork, for they would charge me 25 cents per pound for army pork, and not near as palatable. Another pork story and I have done.

A gentleman traveling for recreation, arrived at Prairie DuChien, espied a pretty dog, belonging to a Frenchman. Probably being a dog fancier, he bantered to buy the dog, but Frenchman would take nothing less than fifty dollars for his dog, but the Captain of the boat, who understood French customs better, winked his friend aside and told him he would buy the dog for him, and did, for six pounds of pork. In those days these simple villagers knew not the value of money. Their trade was by barter, one commodity for another.

January 7th I started for the pinery and arrived on the 14th. In the

pinery—near 100 miles up Black River, at the Falls—we established a rule not to work on the Sabbath, a new idea to our Frenchmen. The Indians in that country were nearly in a starving condition, and we “cashed,” or concealed most of our provisions, by burying them, fearing they might attempt to rob us.

We had a pretty cold Winter, with about three feet of snow—latitude 45 degrees north—but we enjoyed our winter quarters hugely. Squared all our timber with whip-saw, by hand, but had perilous times in bringing our rafts out of Black River, but overcoming all difficulties we arrived at Prairie DuChien April 24th, 1819. Dividing our lumber and re-constructing my raft, with a cabin in the centre, selling my horse and other contraptions for what I could get in lumber, with one passenger, or helper. Rev. Benjamin Munn, (who had been rusticated the past season at Prairie DuChien,) we, on the 30th of April, 1819, boldly pushed into the Mississippi, bound for St. Louis, 500 miles below. We run night and day, on moonlight nights, taking turns to keep watch. Sometimes we ran on snags, but usually managed to get off without much damage. We encountered one tremendous storm which prostrated our cabin, and nearly shipwrecked our craft, driving us entirely across the river, losing many valuables, and some lumber, but recovered most of the lumber. I lost my hat in the tempest, but next day supplied myself with another from a friendly Indian, who had little use for such a commodity. We frequently came in contact with Indians, who were uniformly friendly, and ready to “Ho! Swap!” a signal to barter something they possessed, such as venison, turkey or deer skins, for something from us.

On the 10th day of May, 1819, we floated past the Model City in embryo, unconscious of our future destiny in its eventful history. The same afternoon I took my jolly-boat (which was constructed from the trunk of a single pine, by excavation,) and coasted around what was then, or since known, as “Bay Charles,” about three miles above the present site of Hannibal, Mo. On the bank I discovered a new-made grave. Beside it was stuck a long rod, with the bark peeled off, and daubed with red paint, or blood, and inclined at about 45 degrees to the north-west. On the top was tied a piece of scalp, with short, black hair; it was about one-half inch wide, and one and a-half inches long. I supposed it was some Indian “hieroglyphic,” and appropriated it as a trophy, then joined friend Munn, on our “ship.” At Hannibal there were two log cabins, but deserted. At Saverton, the first white settlement, we learned there had been a collision between the white settlers at Hannibal and the natives, resulting in killing one of the latter. The whites fled, fearing retaliation. This partially explained my Indian grave and hieroglyphic trophy, pointing, probably, the direction the Indians had gone.

We tied up at Saverton for the night. A hunter promised us a deer in the morning, from the Salt Licks, back of the town, and true to his promise he brought the deer. Below Saverton is Louisiana and Clarksville, in Missouri, rival towns, about twelve miles apart. They expect soon to eclipse St. Louis.

At Clarksville I took a thorough *seasoning to the country*, as it is politely termed, in the shape of Fever and Malaria. This year was reputed to be the most sickly ever known in the west. There was not well ones enough to heed the sick, and for the most part, each one had to shirk for himself. People died off, especially emigrants, like sheep with rot. In November I

Quincy Commercial Agency

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MANUFACTURERS, JOBBERS,

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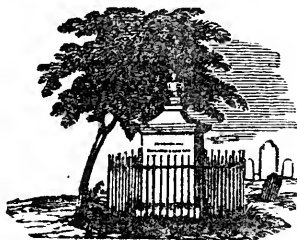
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F. KREISMANN,

Agent.

got well enough, with two helpers, to run my raft to St. Louis, then a little French village, with very few brick houses, perhaps one-fourth the size of Quincy at present.

In February, 1820, I first became acquainted with my old friend and pioneer, John Wood. We had, as young Tyro's, in pioneering, attached ourselves to a company of backwoodsmen, preparing to explore the "Military Tract," or bounty lands, lying between the Illinois and Mississippi Rivers. We had prepared ourselves with an ample outfit for the enterprise, well mounted, with maps, charts, field-notes, pocket compasses, land lists, rifles, provisions and provender, and on the 10th day of February, 1820, we set forth from near the forks of the Illinois and Mississippi rivers, in what is now called Calhoun county.

Coasting up the Illinois side, searching sectional corners, tracing lines, and thoroughly exploring the country. Arriving north of the base line we turned westerly. In the northern part of what is now Adams county we found much good land and laid off many splendid farms, but found nothing that quite filled our expectations. Arriving at the Bluffs, we turned southward, and came very near *stumbling on Quincy!* but providentially, as some of us afterwards thought, a violent thunder-cloud hove up in the west, and we started full gallop for the timber in sight, on Mill Creek, and arrived at the timber just in time to prepare for the shower, and camp for the night.

In calling the thunder-shower providential, I must acknowledge, was rather a selfish afterthought of Wood and myself. We were then young soldiers of fortune, with little pecuniary means at command. The balance of our company were men of families, in middle-life, and some property. Had we then discovered this paragon of nature in its primitive state and beauty, they would undoubtedly have appropriated the lion's share to themselves, and we young and poor fellows left out in the cold, or at best be permitted to hang on to their skirts. However, we continued our explorations back to our starting point, in Calhoun county, without finding the desideratum sufficiently tempting for those old pioneers to emigrate, though we enjoyed the luxury of wild honey to perfection in our campaign, and also feasted on wild game to our satisfaction.

Wood and myself, perhaps more sanguine in our hopes than the older ones, and being unsettled, concluded to locate temporarily, about fifty miles north of civilization, on the sixteenth, or school section, in township 5 S. 6 W. In May, 1820, we became squatters here, on a creek since called Keyes Creek, in Pike county, with two yoke of steers, a cow, a few breeding swine, with the most necessary farming implements.

Being provided with maps, charts and field notes of the bounty lands, we soon became famous land hunters, and holding correspondence with land owners of soldiers patents in various parts of the country, we had frequent applications to hunt up quarter sections for different owners, at the very moderate price of one dollar per day and find ourselves.

In 1821 a man by the name of Flynn, living on Wood River, a few miles back of Alton, applied for aid to find his land. Wood started with him and found his land located on the very spot where John Wood's orchard is now growing. Flynn was dissatisfied—his land was too remote from civilized life, and probably too near where the bloody Indian lived. He bought his land in Philadelphia for \$110, and paid three years' taxes to the Sheriff of Madison county, which was money worse laid out than if thrown away, for

said Sheriff afterwards proved himself a rascal, and never accounted for the tax. Flynn declared he would sell his land the first opportunity.

On the contrary, Wood came home enraptured. He had found the El Dorado of our hopes. As Wood's fever was contagious, I soon took the same disease, perhaps in a milder form, I don't know. However, I soon chartered a horse of our nearest neighbor, who had recently moved within six or eight miles of us, and resolved to "come and see." I encamped near the foot of Vermont street, and spent some time in tracing lines and exploring the adjoining country. I returned satisfied with seeing, for the half had not been told me.

Individual preemption claims on government lands was then unknown. We feared to improve on such land lest we should be driven off by wealthy purchasers.

We resolved to try and buy Flynn's land, and Wood started on foot to see him, 120 miles, to Alton, but Flynn was absent from home. Wood left word that we would buy his land, and returned. Presently Flynn made his appearance, having footed it up and desired to sell his land. We were willing to give him his price, but wanted time for payment; he said he would sell only for cash, as he wanted to help some relatives emigrate from Ireland. Cash was almost a myth in this part of Illinois in those days, but by great exertions, such as are made sometimes on great occasions, where great interests are at stake, we succeeded in raising sixty dollars, the half of his original price, for which he made us a good deed, minus three years' taxes, and both parties were well pleased with the bargain.

In March, 1823, Major Jeremiah Rose and family, and ex-Governor John Wood, gentleman boarder, located themselves near the foot of Payson Avenue. It will be observed that for convenience I sometimes anticipate titles and names of places in advance of time, but they all have since become matters of fact. The "Payson Avenue House," more conspicuous in its day, in some respects than ever the great Quincy House, in all its glory, will ever attain. It afforded comfort and shelter to innumerable wayfarers, by water and by land, and its first landlady, Mrs. Rose, was the lady for the occasion. The second landlady, Mrs. John Wood, maintained the celebrity of the house for its comfortable cheer, and I will venture to predict, enjoyed as stolid happiness in its humble domain as will ever be attained in the palatial mansion.

In 1824, W. Keyes built his cabin at the foot of Vermont street. It was chiefly celebrated as the place where the first courts and elections were held, also where the first gas was manufactured and burned, in March, 1825, but the story is too long to relate here. In December, 1823, the first sale of military land for taxes occurred at Vandalia, the State Capital. A volume in our list of lands were advertised, Wood and myself having dissolved partnership we both concluded to attend the sale and buy for ourselves. State Script, which was good to pay taxes, could be bought three and four dollars for one. The main object of buying land for the taxes was to afterwards find the original owner and secure a perfect title.

In November, 1824, on the day appointed to choose electors of President and Vice President, the boys in this upper region of the kingdom of Pike, feeling our independence, organized ourselves into an election precinct, appointed judges and clerks, using an old tea-pot for a ballot-box. On counting the votes we found about twenty-five votes for the John Quincy Adams elector. We had some Missourians with us, and decided to stretch

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Fruits of all kinds in season.

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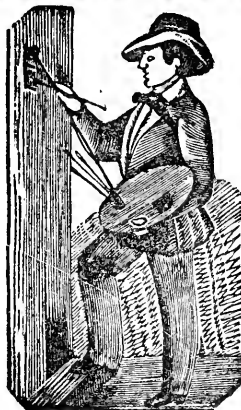
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the law a little more than we had done in organizing, and let the Missourians vote in Illinois for President. Anyhow, our votes were received at the headquarters unquestioned, and William Harrison, the Adams candidate for the Northern District of Illinois, was chosen elector.

At the same time a petition was prepared for our Legislature for a new county, including three south and two north of the base line, and five west of fourth principal meridian, same as Adams county at present, also in commemoration of our recent election, requesting it to be named Adams. This was sent to General Hansen, the sole representative of the kingdom of Pike, which then included the whole military tract from the forks of Illinois to fifteen north, hence, at Vandalia, the county was dubbed the "Kingdom of Pike." Hansen was chairman on the committee for new counties, and subdivided the whole military tract into counties as now named, with the exception of a few sub-divisions.

On the 30th day of April, 1825, commissioners arrived here for the purpose of locating the seat of justice for Adams county, and after being duly sworn to execute the trust, committed to their keeping with impartiality by the only justice of the peace to be found within the county. Arguments were used to convince them that the spot which had, by way of pre-eminence, obtained the cognomen of "the town site," was the most suitable place. All things considered, wherein to place their precious charge, but no, they would place it just as near the centre of the county as possible. So, forth they started, with a pioneer for a guide, but in crossing Mill Creek, which was high, and the bottom adjoining was boggy at that season of the year. After floundering some time in the mire, to the manifest danger of horse flesh, they succeeded in regaining *terra firma* on the same side they entered, and it being near night they concluded to return to the river the first night and partake of Mr. Rose's hospitalities. After a night's sleep, and dreams of quagmires, and mature deliberation, in the morning, without further argument, they decided that, all things considered, the north-west quarter of section two, in township two south, range nine west of fourth principal meridian was the most eligible spot to disburden their responsibility, and locate the seat of government for the county of Adams, and very near the spot where the public cistern in Washington Square is, they drove the stake and made it fast.

About two months before this John Quincy Adams, President elect of these United States, delivered his inaugural message before the assembled wisdom of the nation, personified by the two Houses of Congress, and with almost incredible speed said message had arrived here without the aid of telegraph, fresh and new, in the *Edwardsville Spectator*, and of course it must be read, and as our neighbor county, Morgan, had just christened their judicial seat, Jacksonville, in honor of the rival candidate for the presidential chair, we thought it proper to let the boys over there know that we were wide awake, too, therefore ventured to take another slice from our President's name, and, with the imposing ceremony of laying on of hands, duly inaugurated the sacred deposit with the name of Quincy.

By this little manœuvre (in which I had most heartily co-operated,) I was deprived of the right of preemption to this quarter section, which the liberality of Congress afterwards extended to squatters on public lands, (as I had previously built on this quarter,) and transferred the preemption claim to Adams county.

In July, 1825, the first election for county officers was held, and about seventy-five votes were polled.

In August the first Circuit Court was held, in a cabin about sixteen feet square, at the foot of Vermont street, with a portico for the accommodation of the petit jury. John Sawyer, Judge, John Turney, Circuit Attorney, and Henry H. Snow, Clerk. The Grand Jury, after the charge, were accommodated under a wide-spreading oak near by. For form sake they found bills of indictment against two of the boys who had a little squabble on election day, just to notify them that the Law had come, and they must not do so any more.

In November, 1825, the County Commissioner's Court directed the N. W. S. 2 1 S. 9 W. to be subdivided into streets, blocks and lots. Streets were usually sixty-six feet wide, except the middle, called Maine street, which is eighty one and one-half feet. Blocks are usually three hundred and ninety-six feet square, and lots ninety-nine by one hundred and ninety-eight feet. In short, the whole plan of sub-division was measured by rods, not by feet. The projector of the plot was evidently a novice at the business, having no experience whatever, more than casually passing through a laid-off town, it is a wonder there were not more blunders perpetrated. Streets are numbered east from the river, which gives one a correct idea of the distance from the river by the number of streets. Cross streets began to be named from the independent States of our Union, but innovation on that plan commenced, even before secession or rebellion wrought confusion in the federal galaxy of States, and we may congratulate ourselves that we have not a Traitor State in our list of streets.

Block 12 was set apart and designated as the public square, and the west half of block 11 was set apart for public buildings. All the land between the river and Front street was denominated a public landing.

Many a hard fought battle, at least with big words, came off in those days, and since, whether the public square should be made the receptacle of all the public buildings for city and county purposes, or be made a beautiful promenade, with shade trees and shrubbery. After a long struggle it was decided to exclude the jail, the market house, the court house, and other nuisances from the public square. Our sage savans (and some of them ought to have had better sense,) next contended that the square be laid off into building lots, and make a speculation for the benefit of the county. Only see how high lots sell around the square. They were told that they might as well propose to sell the streets. It was the square that made the high-priced lots around it.

And lastly, when public-spirited individuals proposed enclosing the square and ornamenting it with shade trees, our country cousins were very clamorous; said it was county property, and protested against its being fenced in. When we come to town we want to encamp there, and not be compelled to put up at high-priced taverns. It is a trick to help tavern keepers extortionate upon them, and will remove the county-seat forthwith from Quincy.

These arguments may look rather weak now, but they were stern realities in early times.

In 1826-27 we had specimens of Border Ruffianism, or warfare, similar, in a small way, perhaps, to that enacted in some of our neighbor States, and not long since in Kansas. Malignants, expelled from older and stronger societies, crept in among us, and such persons could not live in a Paradise

102

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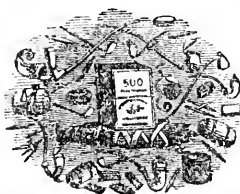
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without turning it into a Pandemonium, and here they soon found a class to do their bidding.

In 1836-37 anti-slavery sentiments began to be whispered feebly at first, and by the most quiet and peaceable persons in the community, but it was wonderful what a flood of wrath and malignity was poured upon their devoted heads. No falsehood was too absurd to be retailed for truth, if the abolitionists could be defamed thereby. The mad-dog cry of abolitionism became so rampant that even decent men would join in the cry for fear they might be suspected. Anti-slavery men were told emphatically they might think what they pleased if they kept their thoughts within their own bosoms, but if they dared to speak publicly against slavery they should be mobbed, and that was a settled point.

Free Americans began to conclude that if they had any rights now was the time to test them. Accordingly they proclaimed a public meeting, at the "Lord's Barn," as the old long church was afterwards styled, for the purpose of discussing anti-slavery principles, and eminent speakers were announced. Now came the tug of war. The minions of slavery rallied their fighting men, and the advocates of free speech quietly prepared for the conflict. A sufficient number of bludgeons and other weapons were placed under the desk, and the mobocrats became cognizant of the fact, and it evidently cooled their zeal considerably. Evening came, the house was filled, and speaking commenced. It was in the winter after the Quincy House was built, and there was an abundance of brick-bats in the vicinity. Presently a shower of brick-bats were hurled against the house, windows and roof. A goodly number of pickets, with an able captain, were concealed outside. They now arose and returned the fire. The assailants did not wait for the second compliment, but ran for dear life, pursued a short distance by the pickets, and the cowards did not stop until sheltered in the ravines near the city. Thus ended the last of ancient Border Ruffianism in Quincy.

For a few moments we will turn our attention to a more pleasant theme. In December, 1830, Rev. Asa Turner, Missionary, assisted by the Rev. Cyrus L. Watson, of Rushville, organized the First Congregational Church, in Quincy, consisting of sixteen members, including the pastor, eight males and eight females. They were all heads of families, and now after the lapse of thirty-two years we can only record the death of three of the original number, viz: Mrs. Felt, Levi Wells, Esq., and Judge H. H. Snow. Two others have removed to parts unknown, two reside in Nebraska, two in Iowa, three are still members of the First Congregational Church, three are members of the Centre Congregational Church, and one a member of the First Presbyterian Church. Mr. Turner remained pastor about eight years and received about two hundred and fifty members.

Permit me to say that I feel a deep interest in the prosperity of Quincy. Having been cognizant of her growth from the beginning I can direct my thoughts to her future greatness, but having already passed the bounds of three score years and ten, I cannot expect a protracted participation in her onward march, but permit me here to record as aspiration, a sentiment: May the principles of New England, so far as they are developed, in her system of universal education, in her steadfast devotion to the Union and Universal Liberty be paramount to all others of doubtful origin in this our beloved country.

QUINCY, ILL., December, 1862.

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Churches, Religious Societies and Sabbath Schools of Quincy.

First Congregational Church, corner of Jersey and Fifth. Organized, 1830. Sabbath services, 10½ A. M. and 7½ P. M. Rev. S. Hopkins Emery, Pastor. Installed, 1855. Residence on York, between Fourth and Fifth, south side. Sabbath School, 9 A. M. Wm. H. Collins, Superintendent.

Vermont Street Methodist Episcopal Church, corner of Vermont and Eighth. Organized, 1831. Sabbath services, 10½ A. M. and 7½ P. M. Rev. Wm. H. Webster, Minister. Residence, Quincy College. Sabbath School, 9 A. M. George Adams, Superintendent.

First Baptist Church, on Fourth, between Hampshire and Vermont. Organized, 1835. Sabbath services, 10½ A. M. and 7½ P. M. Rev. S. A. Taft, Pastor. Residence, North Fifth Street, second house south of Chestnut, west side. Bible School, Sabbath, 9 A. M. The Pastor, Superintendent.

St. Boniface German Catholic Church, corner of Maine and Seventh. Organized, 1836. Sabbath services, 10 A. M. and 3 P. M. Rev. Herman Smaefmeyer, Priest. Residence, in the rear of the Church. Sabbath School, 2 P. M. The Priest, Superintendent.

St. John's Protestant Episcopal Church, corner of Vermont and Seventh. Organized, 1837. Sabbath services, 10½ A. M. and 7½ P. M. Rev. Sidney Corbett, Pastor. Residence, Sixth St., between Oak and Vine, east side. Sabbath School, 2 P. M. W. M. Robertson, Superintendent.

Second Congregational Church, (Unitarian,) Maine Street, between Sixth and Seventh. Organized, 1839. Sabbath services, 10½ A. M. and 7½ P. M. Rev. S. S. Hunting, Pastor. Residence, Eighth Street, between Spring and Oak, west side. Sabbath School, 9 A. M. James Lowe, Supt.

First Presbyterian Church, (N. S.) Maine Street, between Sixth and Seventh. Organized, 1840. Sabbath services, 10½ A. M. and 7½ P. M. No Pastor. Sabbath School, 9 A. M. Superintendent, J. K. Dayton. Mission School, 2 P. M. Superintendent, F. S. Giddings.

St. Lawrence Irish Catholic Church, corner of Maine and Eighth. Organized, 1840. Sabbath services, 10 A. M. and 3 P. M. Rev. Peter McGirr, Priest. Residence in rear of Church. Sabbath School, 2 P. M. The Priest, Superintendent.

German Methodist Episcopal Church, Jersey, between Fifth and Sixth. Organized, 1841. Sabbath services, 10½ A. M. and 7½ P. M. Rev. David Harene, Minister. Residence, in rear of the Church. Sabbath School, 9 A. M. F. W. Jansen, Superintendent.

Center Congregational Church, corner of Jersey and Fourth. Organized, 1847. Sabbath services, 10½ A. M. and 7½ P. M. Rev. L. F. Waldo, Pastor. Residence, corner of Jersey and Fourth. Sabbath School, 9 A. M. The Pastor, Superintendent.

Evangelical Lutheran (Salem) Church, corner of State and Ninth. Organized, 1848. Sabbath services, 10½ A. M. and 7½ P. M. Rev. S. Kuidenhoeffer, Pastor. Residence, in rear of the Church. Sabbath School, 9 A. M. Henry Meyer, Superintendent.

Christian Church, Fourth Street, between York and Jersey. Organized, 1848. Sabbath services, 10½ A. M. and 7½ P. M. Rev. E. P. Belshe, Pastor. Residence, Maine, between Eighth and Ninth. Sabbath School, 9 A. M. T. L. Fox, Superintendent.

Evangelical Lutheran (St. John's) Church, Seventh Street, between York and Kentucky. Organized, 1849. Sabbath services, 10½ A. M. and 7½ P. M. Rev. Jacob Seidell, Pastor. Residence, in rear of the Church. Sabbath School, 9 A. M. The Pastor, Superintendent.

Fifth Street Methodist Episcopal Church, corner of Fifth and York. Organized, 1850. Sabbath services, 10½ A. M. and 7½ P. M. Rev. J. Montgomery, Minister. Residence, York, between Fourth and Fifth, north side. Sabbath School, 9 A. M. L. S. Dunne, Superintendent.

Evangelical Lutheran (St. James') Church, corner of Washington and Eighth. Organized, 1851. Sabbath services, 10½ A. M. and 7½ P. M. Rev. A. Schmiedel, Pastor. Residence, in rear of the Church. Sabbath School, 9 A. M. P. Heitkamp, Superintendent.

Westminster Presbyterian Church, O. S. Hampshire, between Ninth and Tenth. Organized, 1853. Sabbath services, 10½ A. M. and 7½ P. M. Rev. James A. Piper, Pastor. Residence, Hampshire, between Ninth and Tenth, north side. Sabbath School, 9 A. M. Geo. Lemley, Supt.

Vermont Street Baptist Church, corner of Vermont and Seventh. Organized, 1856. Sabbath services, 10½ A. M. and 7½ P. M. Rev. T. W. Goodspeed, Pastor. Residence, Vermont, between Twelfth and Thirteenth, south side. Sabbath School, 9 A. M. R. W. Gardner, Superintendent.

Hebrew Congregation, K. K. Bnai Abroham, Sixth, between Vermont and Broadway. Organized, 1856. Services, Friday evening, and Saturday, 9 A. M. Rev. R. Lowenthal, Rabbi. Residence, next to Synagogue. Bible Class, Saturday, 4 P. M.

Reformed Hebrew Congregation, K. K. Bnai Shalom, Fisher's Hall, Fourth Street, between Hampshire and Vermont. Organized, 1864. Services, Friday evening, 6 o'clock; Saturday, 9 A. M. Rev. I. Wetterhan, Rabbi. Residence, Seventh, between Maine and Hampshire, east side. Bible Class, Saturday, 1 P. M.

Evangelical Lutheran (St. Peter's) Church, corner of York and Ninth. Organized, 1857. Sabbath services, 10½ A. M. and 7½ P. M. Rev. Simon Jace, Pastor. Residence, in the rear of the Church. Sabbath School, 9 A. M. Geo. Goodapple, Superintendent.

German Congregational Church, corner of Payson Avenue and Ninth. Organized, 1858. Sabbath services, 10½ A. M. and 7½ P. M. Rev. Charles Edward Conrad, Pastor. Residence, in the rear of the Church. Sabbath School, 2 P. M. John Hayward, Superintendent.

Mission Sabbath School, in the Hall of the Grand Army of the Republic, on Maine, between Sixth and Seventh, over the Post Office. Organized, 1867. Session, 4 P. M. B. M. Prentiss, J. H. Holton, Superintendents.

African Methodist Episcopal Church, Oak, between Ninth and Tenth. Organized, 1858. Sabbath services, 10½ A. M. and 7½ P. M. Rev. George C. Booth, Minister. Residence, Seventh Street, between Broadway and Spring, west side. Sabbath School, 2 P. M. Geo. W. Foss, Superintendent.

African Baptist Church, corner of Jersey and Eighth. Organized, 1865. Sabbath services, 10½ A. M. and 7½ P. M. Rev. Henry Mosley, Pastor. Residence, Seventh Street, between York and Kentucky. Sabbath School, 3 P. M. Wm. S. Elliot, Superintendent.



